

77 02072

WILSEY & HAM
Tucson, Arizona

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 19 1977

UNIVERSITY OF CALIFORNIA

GENERAL PLAN

IMPERIAL, CALIFORNIA

JUNE 1973

IMPERIAL

GENERAL PLAN

CITY OF IMPERIAL, CALIFORNIA

JUNE 1973

[Imperial City council]
city planning Imperial

Prepared by:

WILSEY & HAM
TUCSON, ARIZONA

CITY OF IMPERIAL

CITY COUNCIL

ROBERT BUCHER, MAYOR
VICTOR BARIONI
OSCAR TALAMANTES
GEORGE LEDBETTER
LEAMON MURPHY

PLANNING COMMISSION

GEORGE REED, CHAIRMAN
AL LUALLIN
CARL GARDNER
GEORGE RODRIGUEZ
CLIFFORD WOLF

WILSEY & HAM

PROGRAM DIRECTOR	R. DALE BELAND
PROGRAM COORDINATOR	WESLEY J. HYLEN
PROJECT PROFESSIONAL	GORDON E. DAVIS
PROJECT PLANNER	WILLIAM H. GARRETT
GRAPHICS	JUDITH K. ALDER

77 02072

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

UNIVERSITY OF CALIFORNIA

LIBRARY

UNIVERSITY OF CALIFORNIA
LIBRARY
109 PHILOSOPHY HALL
BERKELEY, CA 94720

UNIVERSITY OF CALIFORNIA

UNIVERSITY OF CALIFORNIA
LIBRARY
109 PHILOSOPHY HALL
BERKELEY, CA 94720

UNIVERSITY OF CALIFORNIA

UNIVERSITY OF CALIFORNIA
LIBRARY
109 PHILOSOPHY HALL
BERKELEY, CA 94720

TABLE OF CONTENTS

	<u>Page</u>
LIST OF FIGURES	v
LIST OF TABLES	vi
SUMMARY	1
INTRODUCTION	2
LAND USE	6
Existing Situation	6
Problems	7
Opportunities	8
Goals and Objectives	8
Land Use Proposals	8
POPULATION AND ECONOMIC DEVELOPMENT	11
Existing Situation	11
Problems	15
Opportunities	15
Goals and Objectives	15
Population and Economic Development	15
Proposals	16
HOUSING	17
Existing Situation	17
Housing Needs	21
Housing Goals and Objectives	22
Housing Proposals	22
PUBLIC FACILITIES	24
Existing Situation	24
Public Safety	25
Public Facilities Standards	26
Problems	27
Opportunities	27
Goals and Objectives	28
Public Facilities Proposals	28

TABLE OF CONTENTS

(Cont'd)

	<u>Page</u>
CIRCULATION	29
Existing Situation	29
Problems	30
Opportunities	30
Goals and Objectives	31
Circulation Proposals	31
ENVIRONMENT	32
Open Space/Conservation	32
Open Space/Conservation Proposals	34
Seismic Safety	34
Seismic Safety Proposals	35
Transportation Noise	35
Transportation Noise Proposals	39
IMPLEMENTATION	40
Zoning	40
Subdivision Regulations	41
Capital Improvements Programming	41
State and Federal Assistance Programs	42
Implementation Recommendations	42



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C123320318>

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1	PLANNING PROCESS	4
2	GENERALIZED LAND USE	7
3	LAND USE PLAN	9
4	AGE-SEX PYRAMID	12
5	HOUSING CONDITIONS	19

LIST OF TABLES

<u>Table</u>		<u>Page</u>
1	EXISTING LAND USE	6
2	FAMILY INCOME RANGES	14
3	EMPLOYMENT BY INDUSTRY	13
4	BUILDING ACTIVITY 1970 - 1973	15
5	VALUE OF OWNER OCCUPIED HOUSES	19
6	RENTAL RATES	20
7	SCHOOL ENROLLMENT	24
8	HUD NOISE STANDARDS	37
9	SOUND LEVEL OF COMMON SOUNDS	38

SUMMARY

THE GENERAL PLAN FOR IMPERIAL SETS FORTH AS AN INITIAL DOCUMENT THE ANTICIPATED DEVELOPMENT ACTIVITY FOR THE CITY. IT FUNCTIONS AS A GUIDE-LINE FOR THE CITY COUNCIL AS WELL AS THE GENERAL CITIZENRY AND POTENTIAL DEVELOPERS TO BE UTILIZED AS THE CITY EXPERIENCES FUTURE GROWTH ACTIVITY.

THE PLAN CONSISTS OF A NUMBER OF ELEMENTS INCLUDING:

LAND USE

POPULATION AND ECONOMIC DEVELOPMENT

HOUSING

PUBLIC FACILITIES

CIRCULATION

ENVIRONMENT (OPEN SPACE/CONSERVATION, TRANSPORTATION
NOISE, AND SEISMIC SAFETY)

IMPLEMENTATION

WITHIN EACH OF THE FIRST SIX ELEMENTS A DISCUSSION IS CONDUCTED WITH REGARD TO THE EXISTING SITUATION, PROBLEMS AND OPPORTUNITIES INHERENT WITHIN THAT SITUATION, GOALS AND OBJECTIVES TO BE PURSUED, AND PLAN PROPOSALS FOR EACH SUBJECT. THE LAST SECTION, IMPLEMENTATION, DISCUSSES THE VARIOUS MEANS--ZONING ORDINANCES, SUBDIVISION REGULATIONS, CAPITAL IMPROVEMENTS PROGRAMMING, ETC.--WHICH THE CITY CAN UTILIZE TO IMPLEMENT THE PLAN.

THIS PLAN IS NOT TO BE CONSIDERED TO BE A FINAL DOCUMENT, BUT SHOULD BE SEEN AS AN INITIAL ATTEMPT TO INVENTORY AND ANALYZE A NUMBER OF BASIC ASPECTS OF THE COMMUNITY AND TO PROPOSE INITIAL ACTION WHICH CAN BE TAKEN BY THE CITY TO GUIDE ITS FURTHER DEVELOPMENT.

INTRODUCTION

THE GENERAL PLAN REPRESENTS THE DESIRES OF THE CITY THROUGH THE PLANNING PROCESS TO TAKE ADVANTAGE OF THE CITY'S DEVELOPMENT POTENTIALS AND TO COPE WITH THE DYNAMICS OF LONG RANGE CITY GROWTH. IN SO DOING THE GENERAL PLAN BECOMES A BROAD OUTLINE OF GENERAL PUBLIC STATEMENT OF CITY POLICY FOR THE FUTURE DEVELOPMENT OF AN AREA--IN THIS CASE, THE CITY OF IMPERIAL.

SUCH A PLAN DOES NOT PRECISELY DEFINE COMMUNITY DEVELOPMENT, BUT INSTEAD ESTABLISHES A FRAMEWORK WITHIN WHICH GROWTH, DEVELOPMENT, AND CHANGE SHOULD TAKE PLACE IN ACCORD WITH COMMUNITY GOALS AND ASPIRATIONS.

ADDITIONALLY, THE GENERAL PLAN IS FLEXIBLE AND ADAPTABLE SUBJECT TO RE-VISION AS THE NEEDS OF THE COMMUNITY REQUIRE IT. AS SOCIAL, ECONOMIC, AND PHYSICAL CONDITIONS IN THE COMMUNITY ARE ALTERED, THE RECOMMENDATIONS WITHIN THE PLAN SHOULD BE REVIEWED TO DETERMINE THEIR CONTINUED EFFECTIVENESS AND RELEVANCY IN DEALING WITH THE THEN CURRENT PROBLEMS AND OPPORTUNITIES OF THE CITY. AS A GENERAL RULE THE CITY SHOULD YEARLY REVIEW THE PLAN AND CONDUCT A THOROUGH RE-EVALUATION AT A MINIMUM OF EVERY FIVE YEARS.

PLAN FUNCTIONS

THE GENERAL PLAN FOR IMPERIAL SETS FORTH CITY GOALS AND POLICIES RELATED TO THE LONG TERM GROWTH OF THE COMMUNITY. AS SUCH, IT PROVIDES A GUIDE FOR THE EVALUATION OF FUTURE DEVELOPMENT PROPOSALS AND SERVES THE FOLLOWING PURPOSES:

--EXPRESSES THE QUALITY OF THE PHYSICAL ENVIRONMENT CONSIDERED DESIRABLE BY THE CITIZENS OF THE COMMUNITY

- PROVIDES INFORMATION ABOUT THE DEVELOPMENT DESIRES OF THE COMMUNITY TO ENABLE BOTH PUBLIC AND PRIVATE ENTERPRISE TO COORDINATE THEIR PLANNING ACTIVITIES AND DEVELOPMENT PROGRAMS
- PROVIDES KNOWLEDGE ABOUT THE POTENTIALS FOR GROWTH AND CHANGE WHICH MAY BE ANTICIPATED
- GIVES TO THE PLANNING COMMISSION AND THE CITY COUNCIL THE ESSENTIAL PERSPECTIVE FOR DECISIONMAKING WITH RESPECT TO ZONING, SUBDIVISIONS, AND RELATED MATTERS
- FACILITATES CITY COUNCIL CONSIDERATIONS OF FUTURE PUBLIC INVESTMENTS, CAPITAL IMPROVEMENT PROGRAMS AND OTHER FISCAL PROGRAMS RELATED TO FUTURE URBAN DEVELOPMENT

PLANNING PROCESS

THE PROCESS BY WHICH THE GENERAL PLAN HAS BEEN DEVELOPED IS ILLUSTRATED IN FIGURE 1. AS A BEGINNING STEP A VARIETY OF INFORMATION IS COLLECTED WHICH ESTABLISHES THE BASE FROM WHICH THE PLAN IS DEVELOPED. BACKGROUND INFORMATION---EXISTING LAND USE, KNOWN PROPOSED DEVELOPMENTS, ECONOMIC BASE, POPULATION AND HOUSING STATISTICS--IN ADDITION TO AN ESTABLISHMENT OF THE CITY'S GOALS AND OBJECTIVES FORM A DATA BASE FROM WHICH EXISTING AND FUTURE COMMUNITY NEEDS ARE ANALYZED. ONCE THESE INITIAL ACTIVITIES HAVE BEEN ACCOMPLISHED, A PRELIMINARY PLAN IS DEVELOPED WHICH THEN IS REVIEWED BY CITIZENS, THE PLANNING COMMISSION, CITY COUNCIL, AND CITY STAFF. REFINEMENTS, WHEN NECESSARY, ARE MADE TO THE PLAN AND THEN IT IS PRESENTED TO THE COMMISSION FOR THEIR RECOMMENDATIONS AND TO THE CITY COUNCIL FOR ADOPTION. ONCE THE PLAN IS ADOPTED, HOWEVER, THE PROCESS IS NOT COMPLETE. IN FACT, THE PROCESS IS A CONTINUING ONE AND NEVER SHOULD BE CONSIDERED AS FINISHED. BECAUSE THE CITY IS A DYNAMIC AND CHANGING ENTITY, TO BE EFFECTIVE THE PLAN MUST ALSO BE DYNAMIC AND CAPABLE OF BEING CHANGED. FOR THIS REASON AS PART OF THE PLANNING PROCESS A PROGRAM OF CONTINUING REVIEW IS RECOMMENDED WHICH ALLOWS THE PLAN TO BE AMENDED AND CHANGED WHEN IT IS APPROPRIATE.

The Planning Process

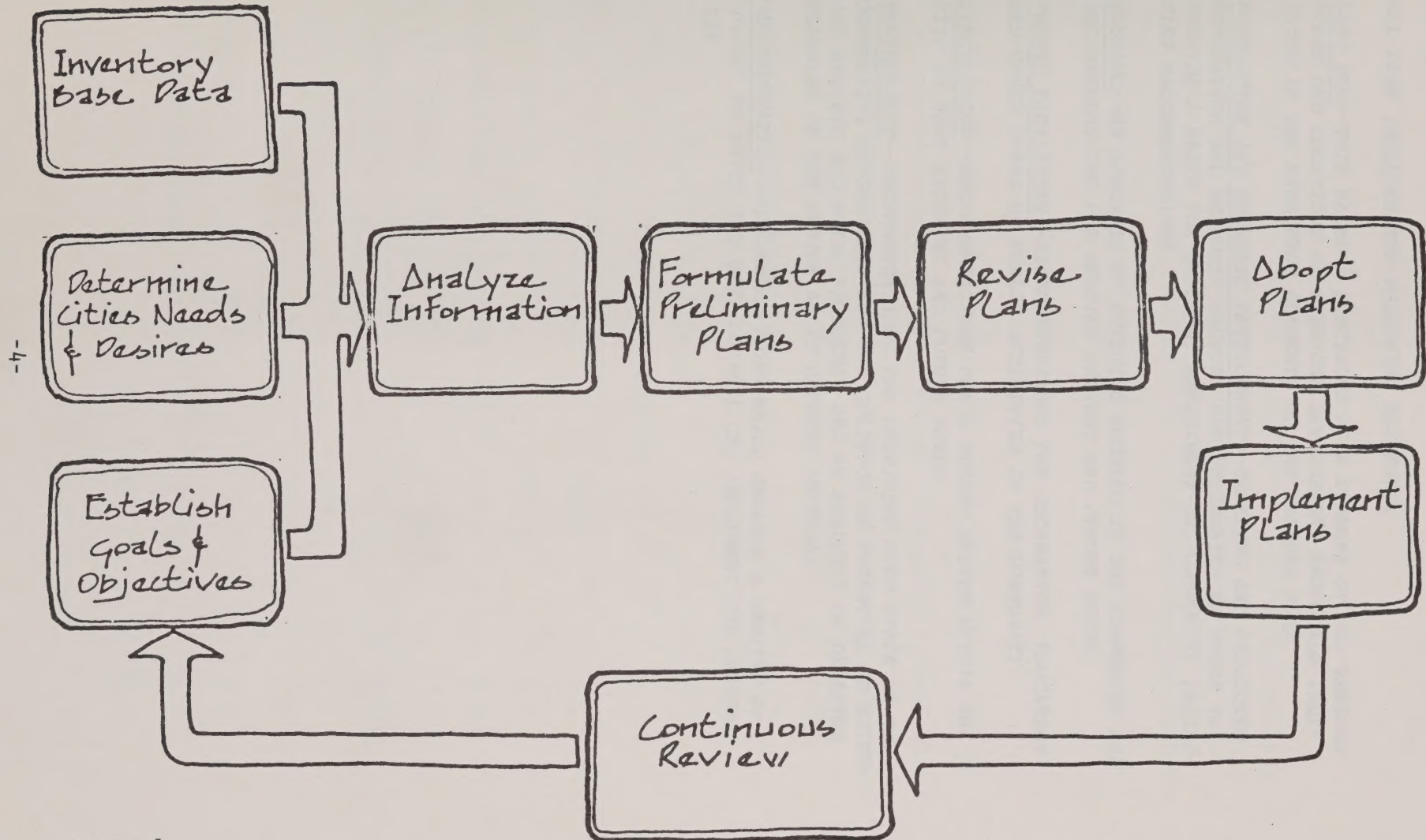


FIGURE 1

PLAN ELEMENTS

THE GENERAL PLAN INCLUDES THE FOLLOWING ELEMENTS:

LAND USE--THIS ELEMENT FUNCTIONS AS A SUMMARY OF THE VARIOUS TYPES AND LOCATIONS OF PHYSICAL DEVELOPMENT PROPOSALS INDICATED IN THE REMAINING ELEMENTS OF THE GENERAL PLAN

POPULATION AND ECONOMIC DEVELOPMENT--EXISTING AND PROJECTED POPULATION AND ECONOMIC FACTORS ARE DELINEATED IN ORDER TO PROVIDE A BASIS FOR HOUSING, EMPLOYMENT AND COMMUNITY FACILITIES RECOMMENDATIONS

HOUSING--AN ANALYSIS OF EXISTING HOUSING IN THE COMMUNITY AND RECOMMENDATIONS FOR MEETING PRESENT AND FUTURE NEEDS.

PUBLIC FACILITIES--RECOMMENDATIONS FOR RECREATION, EDUCATION AND OTHER TYPES OF PUBLIC ACTIVITIES IN THE COMMUNITY

CIRCULATION--RECOMMENDATIONS FOR A STREET SYSTEM WITHIN THE CITY TO MEET EXISTING AND FUTURE NEEDS

ENVIRONMENT--RECOMMENDATIONS FOR PROVIDING OPEN SPACE IN THE COMMUNITY, SUGGESTIONS FOR THE SOLUTION OF POTENTIAL OR EXISTING SEISMIC AND NOISE PROBLEMS, AND AN ANALYSIS OF DISASTER PLANNING IN THE REGION AS IT AFFECTS IMPERIAL

IMPLEMENTATION--RECOMMENDATIONS WHICH INCLUDE A VARIETY OF "TOOLS" BY WHICH THE CITY COUNCIL CAN IMPLEMENT THE GENERAL PLAN

LAND USE

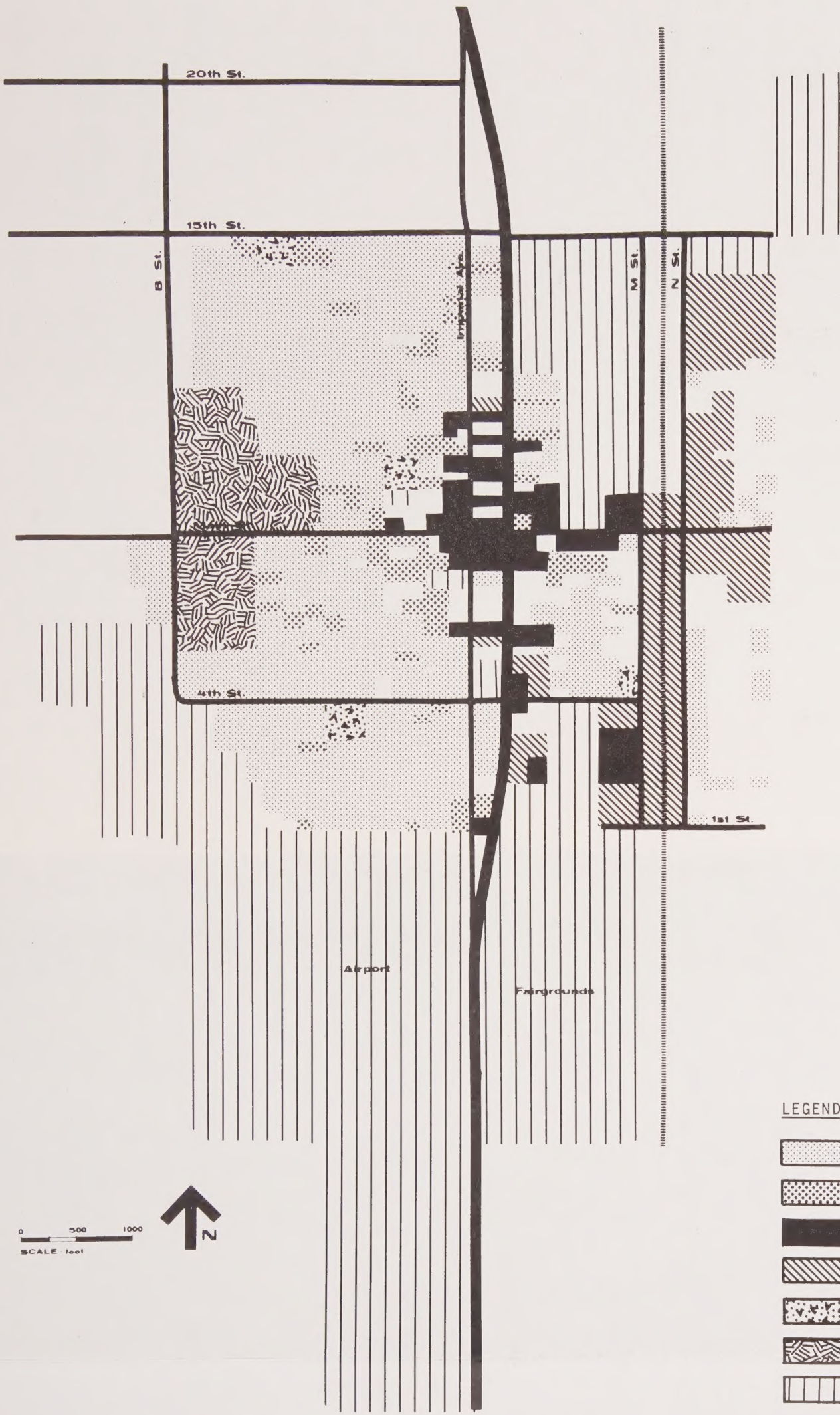
THE MAJOR FUNCTION OF THE LAND USE ELEMENT IS TO DESCRIBE THE EXISTING AND FUTURE RELATIONSHIPS OF PHYSICAL DEVELOPMENT WITHIN THE CITY OF IMPERIAL. THIS ELEMENT, THEN, SUMMARIZES THE VARIOUS PHYSICAL DEVELOPMENT PROPOSALS INDICATED IN THE OTHER ELEMENTS OF THE GENERAL PLAN.

EXISTING SITUATION

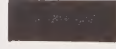
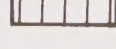
AS INDICATED IN FIGURE 2 AND IN THE TABLE BELOW, THE CITY OF IMPERIAL EXHIBITS AN EXTRAORDINARILY LARGE PERCENTAGE OF PUBLICLY OWNED LAND WITHIN THE CITY LIMITS. THE IMPERIAL COUNTY AIRPORT, COUNTY FAIRGROUNDS AND IMPERIAL IRRIGATION DISTRICT OPERATING HEADQUARTERS ALL OCCUPY SIZABLE PORTIONS OF LAND IN THE CITY.

TABLE 1
EXISTING LAND USE

	<u>ACRES</u>	<u>%</u>
LOW DENSITY RESIDENTIAL	121.2	11.4
MEDIUM DENSITY RESIDENTIAL	12.2	1.1
HIGH DENSITY RESIDENTIAL	9.6	.9
COMMERCIAL	20.1	1.9
INDUSTRIAL	28.3	2.7
PUBLIC	469.4	44.1
VACANT	70.2	6.6
STREETS AND OTHER R-O-W	<u>334.0</u>	<u>31.3</u>
	1,065.0	100.0



LEGEND

-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  Industrial
-  Parks and Recreation
-  Schools
-  Public Facilities

City of
IMPERIAL

Generalized Land Use

WILSEY & HAM
CONSULTANTS TO THE CITY

FIGURE 2

THESE THINGS ARE BEING DONE IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

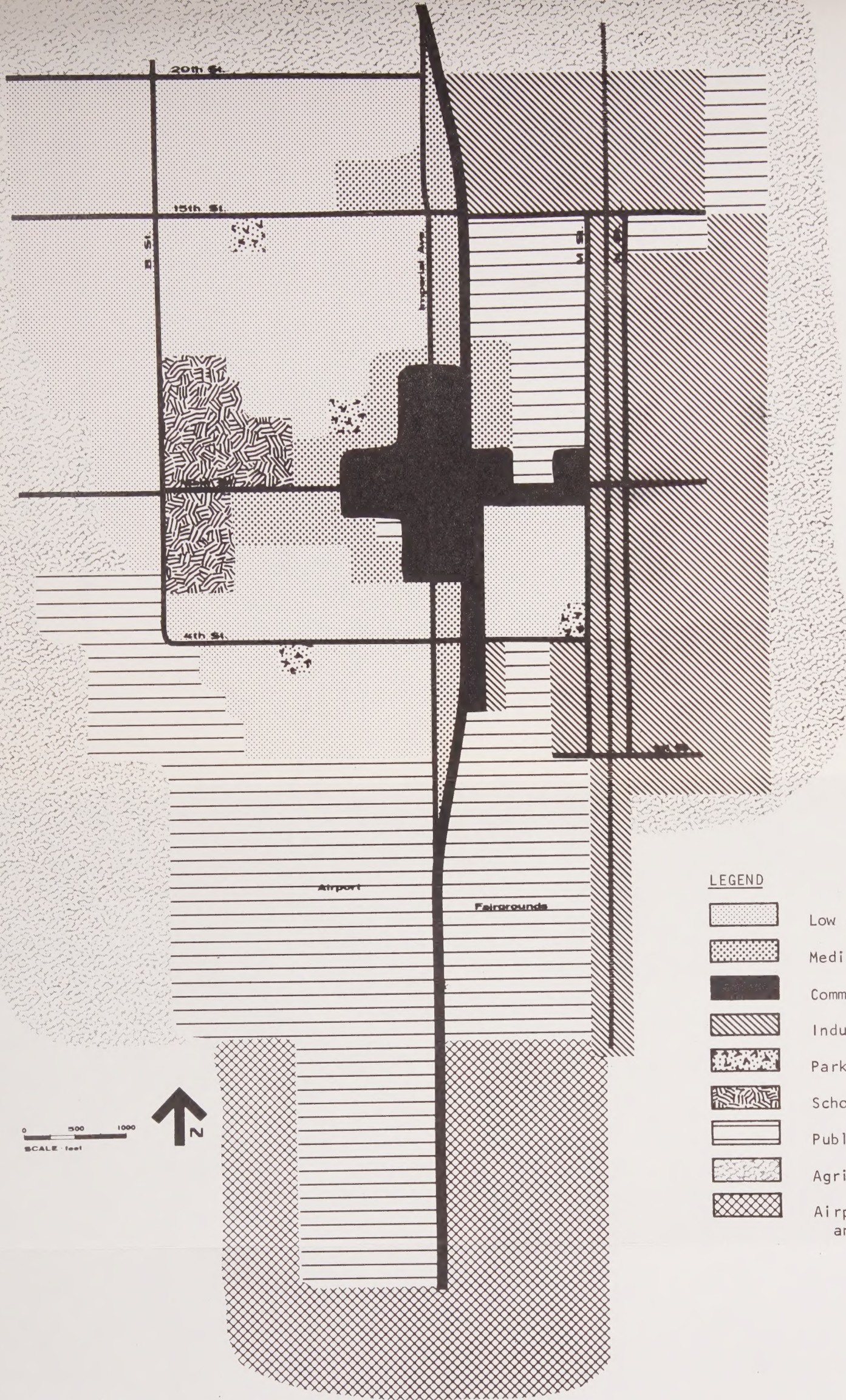
AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

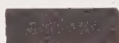
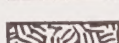
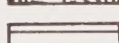
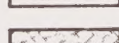
THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK

AND IN THE CITY OF NEW YORK



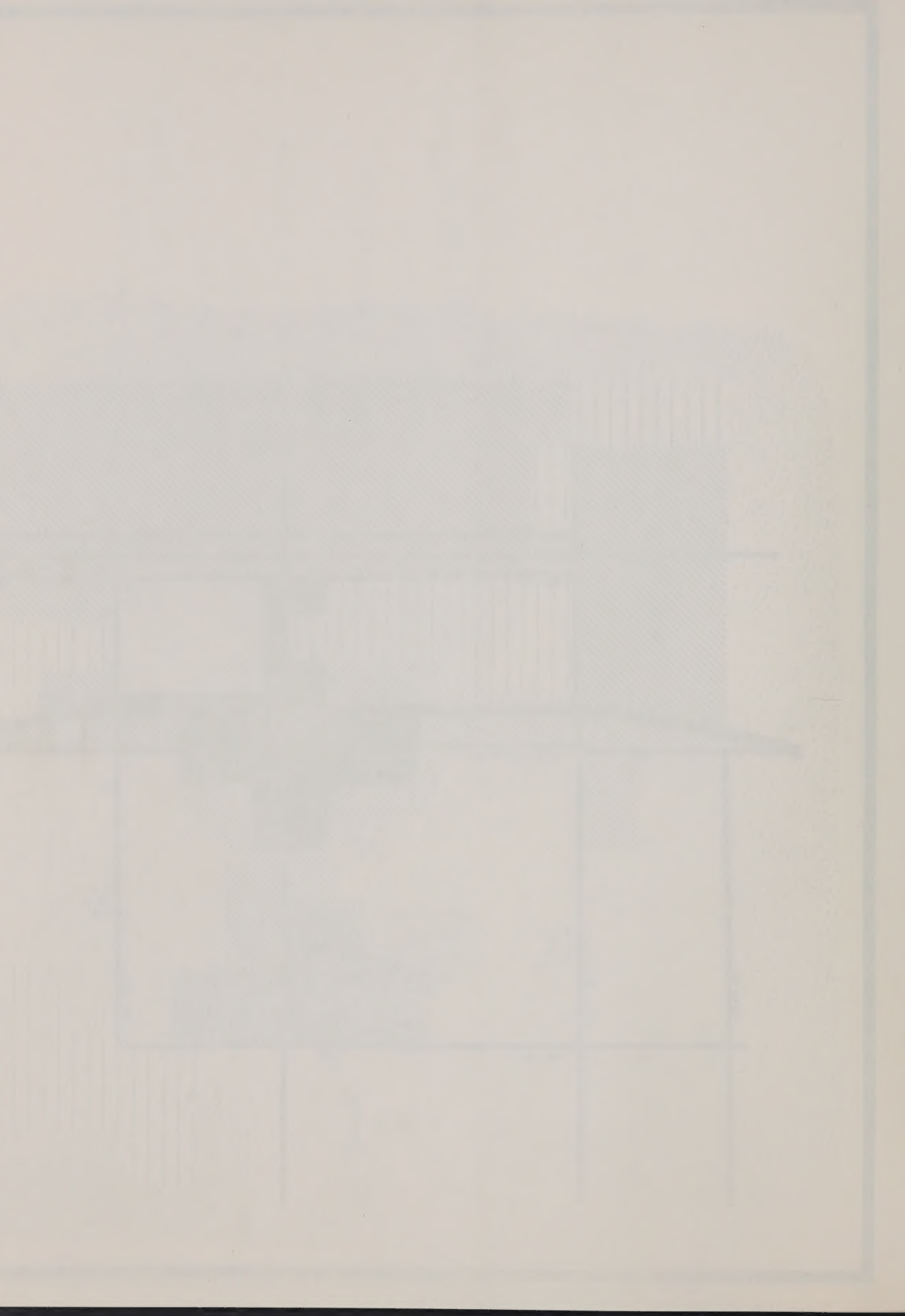
LEGEND

-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  Industrial
-  Parks and Recreation
-  Schools
-  Public Facilities
-  Agriculture
-  Airport Related Commercial and Industrial

City of
IMPERIAL

Land Use Plan

WILSEY & HAM
CONSULTANTS TO THE CITY



ECONOMIC DEVELOPMENT

- CONCENTRATION OF LOCAL SERVICE ACTIVITY IN THE DOWNTOWN BUSINESS DISTRICT
- LOCATION OF AN INDUSTRIALLY ORIENTED COMMERCIAL AREA BETWEEN THE IMPERIAL HIGHWAY AND K STREET SOUTH OF MAIN STREET
- LOCATION OF INDUSTRIAL ACTIVITY ON THE WESTERN SIDE OF THE CITY

HOUSING

- CONCENTRATION OF HIGHER DENSITY RESIDENTIAL USES NEAR THE CENTRAL PORTION OF THE CITY
- ESTABLISHMENT OF A WELL DEFINED RESIDENTIAL NEIGHBORHOOD ON THE EASTERN SIDE OF THE CITY
- MAINTENANCE OF THE MAJORITY OF SINGLE FAMILY HOUSING NEIGHBORHOODS

PUBLIC FACILITIES

- COORDINATION BETWEEN SCHOOL DISTRICT AND CITY GOVERNMENT TO ANTICIPATE FUTURE SCHOOL EXPANSION NEEDS
- EXPANSION AND IMPROVEMENT OF SEWAGE TREATMENT PLANT FROM THE PRESENT PRIMARY SYSTEM OF TREATMENT TO AN ACTIVATED SLUDGE SYSTEM

CIRCULATION

- PROGRAM OF STREET IMPROVEMENTS TO INCLUDE RESURFACING OF STREETS
- UPGRADE CONDITION OF CURBS AND ESTABLISHMENT OF CEMENT GUTTERS
- CONTINUED USE OF SELECT STREET SYSTEM DELINEATIONS FOR HIERARCHY OF STREETS IN THE CITY
- PROGRAM OF PAVING PRESENTLY UNPAVED STREETS

ENVIRONMENT

- LONG TERM VISUAL IMPROVEMENT OF THE CITY THROUGH A BEAUTIFICATION PROGRAM
- CONTINUED DEVELOPMENT OF RECREATIONAL FACILITIES AT CITY PARKS

POPULATION AND ECONOMIC DEVELOPMENT

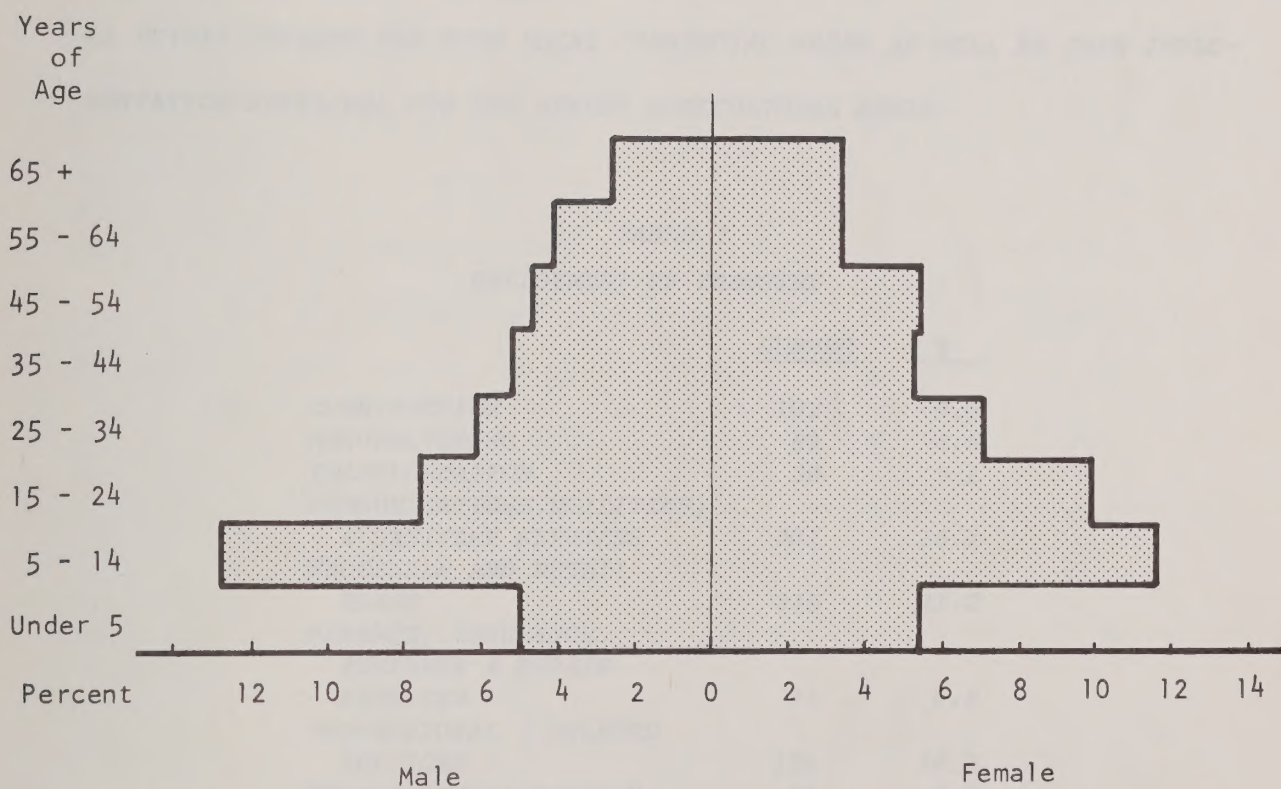
POPULATION CHARACTERISTICS AND THE STATUS OF ECONOMIC DEVELOPMENT WITHIN A COMMUNITY PLAY AN IMPORTANT PART WITHIN A GENERAL PLAN BECAUSE IT IS THE PEOPLE OF IMPERIAL FOR WHICH THE PLAN IS BEING DEVELOPED. THE FOLLOWING DATA ANALYZES A VARIETY OF CHARACTERISTICS OF THE PEOPLE OF IMPERIAL AS WELL AS THE ECONOMIC BASE FOR THE COMMUNITY. PROPOSALS ARE ALSO MADE FOR THE FUTURE GROWTH OF THE CITY.

EXISTING SITUATION

BASED ON THE 1970 CENSUS OF POPULATION, THE CITY OF IMPERIAL INCLUDES A POPULATION OF 3,094 RESIDENTS. JUST OVER 41% OF THESE PEOPLE ARE UNDER THE AGE OF 18, WHILE ALMOST 6% ARE OVER THE AGE OF 65. MEDIAN AGE FOR MALES IN THE COMMUNITY IS 23 YEARS AND FOR FEMALES IT IS 23.4. AS INDICATED IN FIGURE 4, THE CITY HAS A RELATIVELY YOUTHFUL POPULATION AND A LARGE NUMBER OF PEOPLE IN THE EMPLOYMENT AGE CATEGORIES.

IMPERIAL'S POPULATION IS RELATIVELY WELL EDUCATED WITH THE MEDIAN NUMBER OF SCHOOL YEARS COMPLETED BEING 11.7 YEARS. EIGHTY-TWO PEOPLE WITHIN THE COMMUNITY HAVE HAD FOUR OR MORE YEARS OF COLLEGE, AND ANOTHER 130 HAVE COMPLETED ONE TO THREE YEARS OF COLLEGE.

MEDIAN INCOME FOR FAMILIES IN IMPERIAL IS \$9,267 WHICH IS RELATIVELY HIGH FOR IMPERIAL COUNTY AND IS DUE PRIMARILY TO THE HIGH NUMBER OF PEOPLE IN THE COMMUNITY WHO WORK FOR THE IMPERIAL IRRIGATION DISTRICT AND THE COUNTY ROAD DISTRICT. EVEN SO, 7.9% OF THE FAMILIES WITHIN THE CITY EARNED AN INCOME LESS THAN THE POVERTY LEVEL (AVERAGE POVERTY THRESHOLD FOR A NON-FARM FAMILY OF FOUR HEADED BY A MALE WAS \$3,745 YEARLY INCOME).



AGE/SEX PROFILE - IMPERIAL

FIGURE 4

Source: 1970 Census

TABLE 2 INDICATES THE DISTRIBUTION OF FAMILY INCOME RANGES IN IMPERIAL. THESE FIGURES INDICATE THAT THE CITY IS ONE BASED VERY STRONGLY ON MIDDLE CLASS INCOME RANGES. ONLY SIX FAMILIES REPORTED AN INCOME OF \$25,000 OR MORE, WHILE THERE WERE NO FAMILIES ABOVE \$50,000.

AS SHOWN IN THE TABLE BELOW, THE LARGEST NUMBERS OF PEOPLE EMPLOYED ARE INVOLVED IN COMMUNICATIONS, UTILITIES AND SANITARY SERVICES AND IN WHOLESALE AND RETAIL TRADE. THESE BASICALLY REFLECT THE FACT THAT THE CITY'S ECONOMIC BASE IS COMPOSED PRIMARILY OF EMPLOYEES OF IID AND PERSONS WORKING IN THE VARIOUS COMMERCIAL ESTABLISHMENTS IN THE CITY WHICH FUNCTION AS RETAIL OUTLETS FOR BOTH LOCAL COMMERCIAL NEEDS AS WELL AS FARM IMPLEMENTATION SUPPLIERS FOR THE NEARBY AGRICULTURAL AREAS.

TABLE 3
EMPLOYMENT BY INDUSTRY

	<u>NUMBER</u>	<u>%</u>
CONSTRUCTION	102	9.2
MANUFACTURING	89	8.0
TRANSPORTATION	34	3.1
COMMUNICATIONS, UTILITIES, & SANITARY SERVICES	201	18.1
WHOLESALE AND RETAIL TRADE	235	21.2
FINANCE, INSURANCE, BUSINESS & REPAIR SERVICES	75	6.8
PROFESSIONAL & RELATED SERVICES	159	14.3
PUBLIC ADMINISTRATION	86	7.8
OTHER	128	11.5

BUILDING ACTIVITY IN THE CITY OVER THE PAST THREE YEARS INDICATES THAT FROM APRIL OF 1970 TO APRIL OF 1972 THERE WAS A FAIRLY AGGRESSIVE PROGRAM WITHIN THE CITY. AS INDICATED IN TABLE 4, HOWEVER, THIS ACTIVITY IN THE PAST YEAR HAS SLOWED DOWN CONSIDERABLY AND HAS REACHED SOMETHING OF A PLATEAU. THE UNITS WHICH ARE INDICATED IN THE LAST COLUMN WERE THROUGH CONDEMNATION OF

TABLE 2
FAMILY INCOME RANGES

	<u>NUMBER</u>	<u>%</u>
LESS THAN \$1,000	10	1.4
\$ 1,000 TO \$ 1,999	21	2.8
\$ 2,000 TO \$ 2,999	18	2.4
\$ 3,000 TO \$ 3,999	27	3.6
\$ 4,000 TO \$ 4,999	32	4.3
\$ 5,000 TO \$ 5,999	45	5.9
\$ 6,000 TO \$ 6,999	66	8.7
\$ 7,000 TO \$ 7,999	71	9.3
\$ 8,000 TO \$ 8,999	78	10.2
\$ 9,000 TO \$ 9,999	60	7.8
\$10,000 TO \$11,999	126	16.4
\$12,000 TO \$14,999	120	15.6
\$15,000 TO \$24,999	88	11.5
\$25,000 TO \$49,999	6	.1
\$50,000 OR MORE	--	

MEDIAN INCOME - \$9,267

SOURCE: 1970 U.S. CENSUS BUREAU

SUBSTANDARD BUILDINGS IN THE CITY.

TABLE 4
BUILDING ACTIVITY 1970 - 1973

<u>DATE</u>	<u>UNITS BUILT</u>	<u>UNITS LOST</u>
4/1/70 to 3/31/72	52	11
4/1/72 to 9/31/72	3	7
	2	4
	2	1

PROBLEMS

- HIGH PERCENTAGE OF POPULATION UNDER 18 YEARS OF AGE, THUS REQUIRING HIGH SERVICE DEMANDS--SCHOOLS AND RECREATION, IN PARTICULAR
- MIXTURE OF FEED YARDS AND OTHER INDUSTRIAL USES AS WELL AS RESIDENTIAL DEVELOPMENT EAST OF THE RAILROAD TRACKS
- STATUS QUO ATTITUDE WITH REGARD TO COMMERCIAL AREA OF CITY WHICH IS GRADUALLY DETERIORATING
- UNCERTAINTY OF LOCATION OF INCREASED AIRPORT ACTIVITIES

OPPORTUNITIES

- POTENTIAL FOR DEVELOPMENT OF A STRONG SERVICE COMMERCIAL CORE IN THE CITY
- EXPANSION OF AIRPORT RELATED COMMERCIAL AND INDUSTRIAL ACTIVITIES IN THE VICINITY OF THE COUNTY AIRPORT

GOALS AND OBJECTIVES

- CONTINUED EXPANSION OF THE CITY'S POPULATION IN A SLOW BUT STEADY MANNER
- INCREASED INDUSTRIAL ACTIVITY, ESPECIALLY IN THE AREA AROUND THE AIRPORT
- DEVELOPMENT OF A STRONG BUSINESS CORE IN THE CENTER OF THE CITY

POPULATION AND ECONOMIC DEVELOPMENT PROPOSALS

--THE CITY OF IMPERIAL EXPERIENCED A CONSIDERABLE AMOUNT OF GROWTH BETWEEN 1950 AND 1960. SINCE THAT TIME GROWTH HAS BEEN SLOW BUT STEADY. IT IS ANTICIPATED THAT GROWTH IN THE CITY WILL CONTINUE AT THIS RELATIVELY MODERATE RATE IN THE FORESEEABLE FUTURE. IT IS REALIZED, HOWEVER, THAT THERE ARE A GREAT NUMBER OF VARIABLES WHICH CAN AFFECT POPULATION GROWTH IN AN AREA. TWO SUCH VARIABLES COULD WELL AFFECT IMPERIAL'S POPULATION AND WOULD THROW THE POPULATION PROJECTIONS INDICATED BELOW CONSIDERABLY OFF COURSE. THEY INCLUDE THE POSSIBLE EXPLOITATION IN THE IMPERIAL VALLEY OF GEOTHERMAL WATER DEVELOPMENT ACTIVITY AND THE POSSIBILITY THAT CONSIDERABLE EXPANSION OF THE AIRPORT WILL BRING ABOUT A HIGH NUMBER OF INDUSTRIAL AND COMMERCIAL ACTIVITIES IN THE AREA.

POPULATION PROJECTIONS

1975	3,300
1980	3,600
1990	4,200

--AT THE PRESENT TIME THE STUDY FOR THE IMPERIAL COUNTY AIRPORT HAS NOT BEEN COMPLETED. THIS STUDY'S RECOMMENDATIONS FOR EXPANSION OF THE AIRPORT WILL HAVE A PROFOUND EFFECT ON THE LAND USES AND THEIR POTENTIAL ECONOMIC INFLUENCES FOR THE CITY OF IMPERIAL. THE GENERAL PLAN FOR IMPERIAL THUS PROPOSES THAT A GENERAL AREA AROUND THE AIRPORT BE CALLED OUT FOR AIRPORT RELATED INDUSTRIAL AND COMMERCIAL ACTIVITIES. THIS AREA SHOULD BE REDEFINED BY THE CITY ONCE THE FUTURE OF THE AIRPORT HAS BEEN DETERMINED.

--GENERAL INDUSTRIAL ACTIVITIES WITHIN THE CITY, OTHER THAN THOSE ASSOCIATED WITH THE AIRPORT, ARE TO BE DEVELOPED IN AN AREA ON THE WESTERN SIDE OF THE CITY

--DEVELOPMENT OF A COMMERCIAL CORE WITHIN THE CENTRAL PORTION OF THE CITY IS PROPOSED UTILIZING THE EXISTING DOWNTOWN BUSINESS DISTRICT AS A CENTRAL FOCUS

--AN ADDITIONAL AREA OF INDUSTRIALLY ORIENTED COMMERCIAL ACTIVITIES HAS BEEN PROVIDED ALONG THE EASTERN SIDE OF THE IMPERIAL HIGHWAY

HOUSING

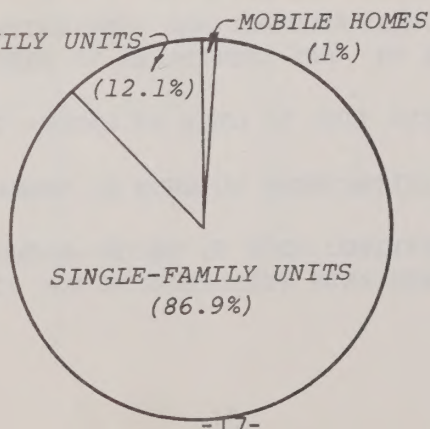
THE ENVIRONMENT IN WHICH A PERSON LIVES HAS A VERY IMPORTANT IMPACT ON HIS LIFE AND THE RESIDENTIAL CONDITION OF AN AREA HAS CONSIDERABLE INFLUENCE ON THE IMAGE AND STRENGTH OF A COMMUNITY. THIS INITIAL HOUSING ELEMENT HAS BEEN DEVELOPED TO SERVE AS A FRAMEWORK FROM WHICH A CONTINUED AND ACTIVE INVOLVEMENT CAN BE MADE ON THE PART OF THE CITY TO ACHIEVE THE GOALS AND OBJECTIVES FOUND DESIRABLE BY THE PEOPLE OF IMPERIAL.

IT IS REALIZED THAT ANY HOUSING ELEMENT IS CLOSELY INTERCONNECTED WITH OTHER SECTIONS OF THE GENERAL PLAN. FOR THAT REASON, A DELIBERATE ATTEMPT HAS BEEN MADE TO ASSURE THAT THE RESIDENTIAL AREAS ARE PROVIDED FOR ADEQUATE SERVICES AS DESCRIBED IN OTHER PORTIONS OF THE PLAN.

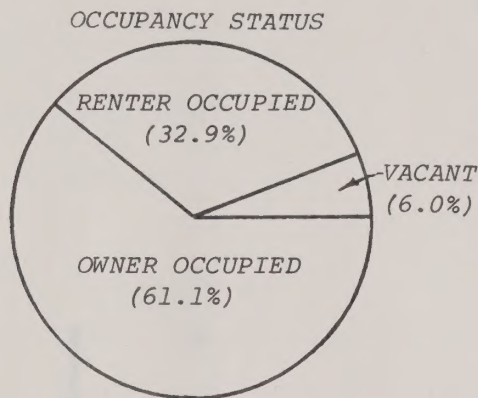
EXISTING SITUATION

THE 1970 CENSUS OF POPULATION AND HOUSING INDICATES THAT IMPERIAL HAS 937 YEAR-ROUND HOUSING UNITS WITH AN OCCUPANCY RATE OF 3.5 PERSONS PER OCCUPIED UNIT (RENTAL UNIT OCCUPANCY RATE IS SOMEWHAT LOWER, 3.3 PERSONS, WHILE THE OWNER OCCUPIED RATE IS 3.5).

AS INDICATED BELOW, 814 (86.9%) OF THE UNITS ARE SINGLE FAMILY UNITS, 113 (12.1%) ARE DUPLEXES OR MULTI-FAMILY UNITS AND 10 (1%) ARE MOBILE HOMES OR TRAILERS.



OWNER OCCUPIED UNITS ACCOUNT FOR 61.1% OF THE YEAR-ROUND HOUSING UNITS, WHILE RENTAL UNITS INCLUDE 32.9%. VACANCIES ACCOUNT FOR 6% OF THE YEAR-ROUND HOUSING UNITS OF WHICH 35 ARE FOR RENT AND ONLY 6 ARE FOR SALE.



APPROXIMATELY 16% OF THE OCCUPIED HOUSING UNITS IN THE CITY ARE CONSIDERED TO BE OVERCROWDED ACCORDING TO THE CENSUS DEFINITION WHICH CLASSIFIES A UNIT AS BEING CROWDED IF THERE IS MORE THAN ONE PERSON PER ROOM. APPROXIMATELY 20% OF ALL OCCUPIED UNITS IN IMPERIAL COUNTY FALL INTO THIS CATEGORY.

WHILE ALMOST SEVEN PERCENT OF THE HOUSING UNITS IN IMPERIAL COUNTY ARE LACKING IN ONE OR MORE PLUMBING FACILITIES, THE PERCENTAGE IN IMPERIAL IS ONLY 2.5%.

IN A SURVEY CONDUCTED BY THE CITY STAFF IN IMPERIAL, 874 UNITS WERE ANALYZED FOR STRUCTURAL CONDITION AND CLASSIFIED AS BEING IN GOOD, AVERAGE, POOR, OR DILAPIDATED CONDITION (SEE FIGURE 5). THE FOLLOWING DEFINITIONS WERE USED TO MAKE THIS DETERMINATION:

GOOD--RELATIVELY NEW CONSTRUCTION. HOUSE IN
NEED OF RELATIVELY FEW, IF ANY, REPAIRS

AVERAGE--HOUSE IN NEED OF ONLY MINOR REPAIRS

POOR--HOUSE IN NEED OF SUBSTANTIAL REPAIRS

DILAPIDATED--HOUSE IN SUCH CONDITION THAT IT
IS NOT ECONOMICALLY FEASIBLE TO REPAIR IT



LEGEND

- Poor
- Dilapidated

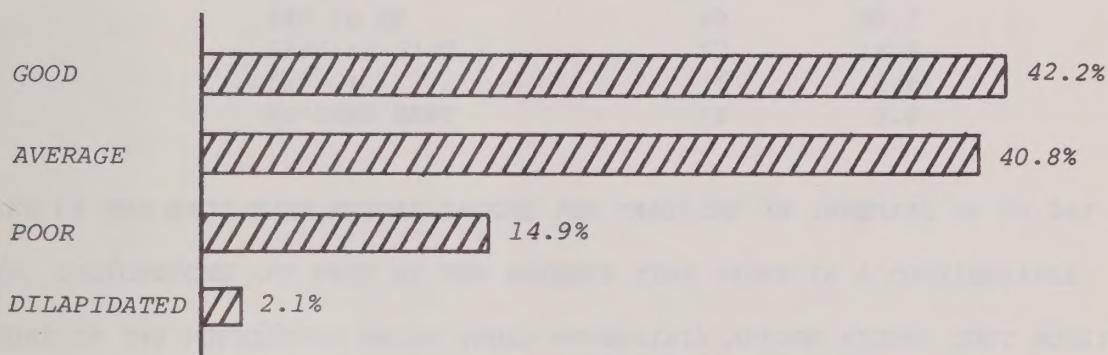
City of
IMPERIAL

Housing Conditions

WILSEY & HAM
CONSULTANTS TO THE CITY

AS INDICATED IN THE FIGURE BELOW, THE VAST MAJORITY OF HOUSING IN IMPERIAL IS IN GOOD OR AVERAGE CONDITION (83%). THERE IS, HOWEVER, STILL A CONSIDERABLE NUMBER OF HOUSING UNITS IN THE CITY WHICH DO NOT MEET STANDARD HOUSING CONDITIONS AND NEED TO BE EITHER REHABILITATED OR REMOVED. AS HAS BEEN MENTIONED EARLIER, THE CITY IS UNDERTAKING AN AGRESSIVE PROGRAM OF CONDEMNING THESE HOUSES WHICH ARE IN A DILAPIDATED CONDITION, BUT A PROGRAM IS STILL NEEDED TO UPGRADE HOUSING WHICH IS IN POOR CONDITION.

HOUSING CONDITION



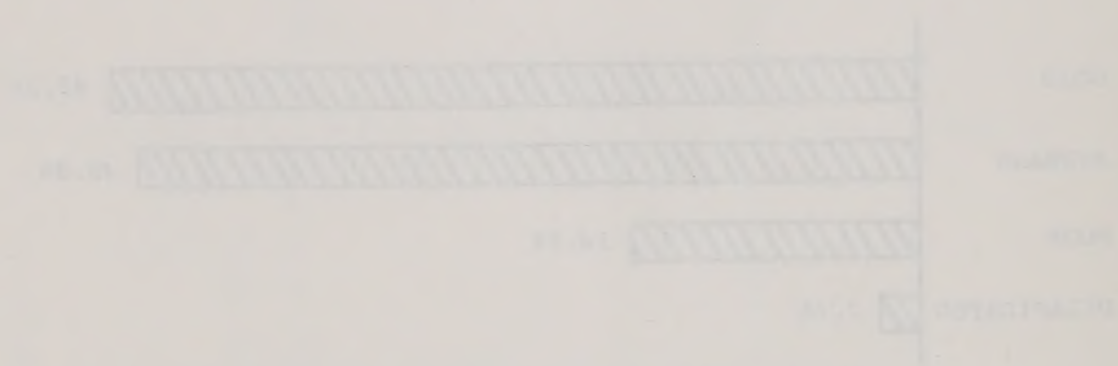
MEDIAN VALUE OF OWNER OCCUPIED UNITS IN IMPERIAL IS \$12,100 WHICH IS SOMEWHAT BELOW THE COUNTY MEDIAN OF \$13,800. AS INDICATED IN TABLE 5, THE LARGEST PERCENTAGE OF HOMES FALL WITHIN THE \$10,000 to \$14,999 CATEGORY. NO HOMES ARE VALUED AT ABOVE \$35,000.

TABLE 5
VALUE OF OWNER OCCUPIED HOUSES

	NUMBER	%
Less than \$5,000	43	7.8
\$5,000 to \$9,999	142	25.7
\$10,000 to \$14,999	214	38.8
\$15,000 to \$19,999	110	19.9
\$20,000 to \$24,999	30	5.4
\$25,000 to \$34,999	13	2.4
\$35,000 +	-	-

The first of these is the fact that the
 results of the tests are not in
 agreement with the results of the
 tests of the other two types of
 material. This is due to the fact
 that the material is not of the
 same quality as the other two
 types of material. The results of
 the tests of the other two types
 of material are in agreement with
 the results of the tests of the
 other two types of material.

Fig. 1. Diagram of the test specimen.



The results of the tests of the
 other two types of material are in
 agreement with the results of the
 tests of the other two types of
 material. This is due to the fact
 that the material is not of the
 same quality as the other two
 types of material. The results of
 the tests of the other two types
 of material are in agreement with
 the results of the tests of the
 other two types of material.

Table 1. Results of the tests of the other two types of material.

Material	Thickness, mm	Direction of force
Steel	10.0	Vertical
Aluminum	10.0	Horizontal
Copper	10.0	Vertical
Steel	10.0	Horizontal
Aluminum	10.0	Vertical
Copper	10.0	Horizontal
Steel	10.0	Vertical
Aluminum	10.0	Horizontal
Copper	10.0	Vertical

INTERESTINGLY, WHILE THE VALUE OF OWNER OCCUPIED HOUSING IN THE CITY IS LOWER THAN THAT FOR THE WHOLE COUNTY, RENTAL RATES IN THE CITY ARE HIGHER THAN THOSE FOR THE COUNTY AS A WHOLE (MEDIAN RENT IN IMPERIAL IS \$81 MONTHLY, WHILE IN THE COUNTY THE RATE IS \$71 MONTHLY).

TABLE 6
RENTAL RATES

	<u>NUMBER</u>	<u>%</u>
LESS THAN \$30	4	1.3
\$30 to \$39	22	7.2
\$40 to \$59	51	16.7
\$60 to \$79	59	19.3
\$80 to 99	89	29.2
\$100 to \$149	57	18.9
\$150 +	5	1.6
NO CASH RENT	18	5.8

BASED ON THE FACT THAT MEDIAN INCOME FOR FAMILIES IN IMPERIAL IS \$9,267 A YEAR, INDICATIONS ARE THAT AT THE PRESENT TIME THERE IS A CONSIDERABLE AMOUNT OF THE POPULATION WHICH COULD OSTENSIBLY AFFORD HIGHER COST HOUSING. WHILE THERE IS MERIT TO THE CONTENTION THAT THERE IS NO REASON TO PAY MORE FOR HOUSING THAN IS NECESSARY, THE FACT DOES REMAIN THAT AT THE PRESENT TIME MANY PEOPLE ARE PAYING LESS OF A PERCENTAGE OF THEIR INCOME FOR HOUSING IN IMPERIAL THAN ARE MOST PEOPLE IN OTHER AREAS OF THE COUNTRY. IN PART THIS IS DUE TO THE RELATIVELY LOWER LAND VALUES IN THE AREA AS WELL AS THE FACT THAT THERE ARE REALLY NO CUSTOM BUILT HOMES WITHIN THE CITY.

HOUSING NEEDS

DURING THE PAST TWO OR THREE YEARS THE HOUSING MARKET HAS TAKEN CARE OF MEDIUM PRICED HOUSING NEEDS IN THE CITY AT A FAIRLY GOOD RATE.

LOW INCOME HOUSING REMAINS A PROBLEM AND IS SOMEWHAT MORE SO DUE TO THE

VERY POOR CONDITION THAT THE PRESENT PUBLIC HOUSING IS IN AND THE FACT THERE ARE NO FEDERAL HOUSING PROGRAMS PRESENTLY AVAILABLE TO PROVIDE REPLACEMENT HOUSING.

WHILE SIX PERCENT OF THE YEAR-ROUND HOUSING IS VACANT, WHICH IS A FAIRLY GOOD PERCENTAGE, VERY FEW OF THESE UNITS ARE AVAILABLE IN THE RENTAL MARKET. IT SEEMS APPARENT, BASED ON THIS LOW NUMBER AND THE FACT THAT THERE ARE VERY FEW MULTI-FAMILY UNITS WITHIN THE CITY, THAT RENTALS ARE PRESENTLY NEEDED WITHIN THE CITY.

HOUSING GOALS AND OBJECTIVES

- PROMOTE AND INSURE THE ALLOCATION OF SUFFICIENT HOUSING FOR ALL PERSONS REGARDLESS OF INCOME, AGE, RACE, OR ETHNIC BACKGROUND
- PROMOTE AND INSURE THE PROVISION OF HOUSING SELECTION BY LOCATION, TYPE, PRICE, AND TENURE
- PROMOTE AND INSURE OPEN AND FREE CHOICE OF HOUSING FOR ALL
- CONTINUE THE DEVELOPMENT OF RESIDENTIAL AREAS ON THE NEIGHBORHOOD LEVEL WITH THE PROVISION OF RECREATIONAL AND EDUCATIONAL SERVICES

HOUSING PROPOSALS

- CONTINUED ACTIVITY BY THE BUILDING INSPECTIONS DEPARTMENT (COUNTY RUN) TO INSURE THAT BUILDINGS ARE CONSTRUCTED IN A MANNER WHICH WILL BE SAFE AND SANITARY
- PROVISION WITHIN THE LAND USE ELEMENT OF THE GENERAL PLAN TO INCLUDE A VARIETY OF HOUSING DENSITIES AND TYPES OF UNITS
- AN EFFORT TO PROVIDE DESIGNATED RESIDENTIAL AREAS WITH THE SERVICES AND AMENITIES WHICH WILL ENCOURAGE DEVELOPMENT WITHIN THESE AREAS
- ESTABLISH A CODE ENFORCEMENT PROGRAM WHICH WILL ENCOURAGE THE REHABILITATION OF HOUSING UNITS WHICH ARE NOT PRESENTLY MEETING ALL BUILDING REQUIREMENTS

- ENCOURAGE A "PAINT-UP-FIX-UP" CAMPAIGN ON THE PART OF THE COMMUNITY IN A SELF-HELP EFFORT TO IMPROVE THE CHARACTER OF HOUSING
- ESTABLISH A PROGRAM BY WHICH LOW TO MODERATE INCOME FAMILIES CAN BECOME AWARE OF THE PROGRAMS AVAILABLE TO THEM, ESPECIALLY THROUGH FARMERS HOME ADMINISTRATION
- HAVE THE CITY COUNCIL REQUEST OF THE HOUSING AUTHORITY THAT A SURVEY BE ACCOMPLISHED TO FURTHER DETERMINE THE NEEDS FOR LOW INCOME HOUSING WITHIN THE COMMUNITY
- ANTICIPATE THE NEED TO PROVIDE VARIOUS TYPES AND PRICE RANGES TO MEET THE ANTICIPATED GROWTH OF THE COMMUNITY. NEEDED NEW UNITS ARE ESTIMATED IN THE FOLLOWING TABLE.

ANTICIPATED NEW HOUSING NEEDS

	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1990</u>
POPULATION	3094	3300	3600	4200
OCCUPIED HOUSING UNITS	881	971 ¹	1075 ²	1273 ³
NEEDED HOUSING UNITS BY		<u>1975</u>	<u>76-80</u>	<u>80-90</u>
		90	104	198

¹ ASSUMES FAMILY SIZE OF 3.4

² ASSUMES FAMILY SIZE OF 3.35

³ ASSUMES FAMILY SIZE OF 3.3

THE INFORMATION WITHIN THIS HOUSING ELEMENT SHOULD BE CONSIDERED AS ONLY AN INITIAL STEP IN THE DEVELOPMENT OF A COMPREHENSIVE HOUSING ELEMENT FOR THE CITY OF IMPERIAL. IT DOES, HOWEVER, INDICATE GENERAL NEEDS FOR BOTH THE PRESENT AND THE FUTURE AS WELL AS SHOW HOW ACTION CAN BE TAKEN NOW TO BEGIN IMPROVING THE HOUSING WITHIN THE COMMUNITY.

PUBLIC FACILITIES

PUBLIC FACILITIES ARE AN IMPORTANT CONSIDERATION WITHIN A GENERAL PLAN FOR TWO REASONS: (1) A NEED TO IDENTIFY TYPES, SIZES AND LOCATIONS OF PUBLIC FACILITIES WHICH REPRESENT EXISTING DEFICIENCIES, AND (2) A NEED TO IDENTIFY PUBLIC FACILITIES REQUIREMENTS WHICH ARE PREDICATED BY THE GENERAL PLAN PROPOSALS.

EXISTING SITUATION

UNDOUBTEDLY, ONE OF THE MORE IMPORTANT ASPECTS OF PUBLIC FACILITIES WITHIN A COMMUNITY IS THE SCHOOLS. ALTHOUGH THE CITY GOVERNMENT DOES NOT HAVE RESPONSIBILITY FOR THE LOCATION OR PROVISION OF SCHOOLS IN THE CITY, IT IS IMPORTANT THAT THE CITY AND THE SCHOOL DISTRICT MAINTAIN CLOSE COORDINATION TO ASSURE THAT AS NEW DEVELOPMENT OCCURS, ADEQUATE PROVISIONS ARE MADE FOR SCHOOLS.

AT THE PRESENT TIME THE SCHOOLS WITHIN THE CITY OF IMPERIAL ARE OPERATING AT CAPACITY.

TABLE 7
SCHOOL ENROLLMENT

	<u>NUMBER OF STUDENTS</u>
BEN HULSE ELEMENTARY	850
FRANK WRIGHT INTERMEDIATE	275
IMPERIAL HIGH	465

AT THE PRESENT TIME THERE ARE NO SPECIFIC PLANS BY THE SCHOOL DISTRICT TO INCREASE CAPACITY AT THE SCHOOLS, ALTHOUGH A VARIETY OF ALTERNATIVES ARE BEING CONSIDERED.

COUNTY GOVERNMENTAL OFFICES WITHIN THE CITY INCLUDE THE JUSTICE COURT, A JUVENILE HOME, AND A COUNTY LIBRARY BUILDING. THE COUNTY LIBRARY IN IMPERIAL FUNCTIONS AS A DISTRIBUTION CENTER FOR A NUMBER OF OUTLYING COMMUNITIES WHICH THE COUNTY LIBRARY SYSTEM ALSO SERVES. IT IS POSSIBLE, HOWEVER, FOR IMPERIAL RESIDENTS TO UTILIZE THE LIBRARY TO CHECK OUT BOOKS.

THE CITY ALSO OPERATES A SMALL LIBRARY JUST SOUTH OF THE CITY PARK.

THE POLICE DEPARTMENT, FIRE DEPARTMENT, AND OTHER CITY GOVERNMENTAL OFFICES ARE ALL LOCATED IN THE CENTER OF THE CITY. PRESENT POLICE AND FIRE PROTECTION CAPABILITIES (VOLUNTEER FIRE DEPARTMENT HAS THREE TRUCKS, ONE IS MAINTAINED BY COUNTY, BUT CAN BE USED IN THE CITY ON AN EMERGENCY BASIS: POLICE DEPARTMENT HAS A STAFF OF 14, ONE CHIEF, TWO SERGEANTS, NINE PATROLMEN, AND TWO AT THE DESK IN THE OFFICE) ARE CONSIDERED ADEQUATE. THE POLICE DEPARTMENT HAS RECENTLY BEEN EXPANDED BECAUSE OF THE ADDITIONAL DUTIES OF PROVIDING SECURITY AT THE COUNTY AIRPORT.

WATER AND SEWER SERVICE IS PROVIDED IN ALL AREAS OF THE CITY EXCEPT THOSE EAST OF N STREET. AT PRESENT THERE ARE ELEVEN HOMES IN THAT AREA WITHOUT WATER. THE CITY'S WATER AND SEWER SYSTEM HAS RECENTLY BEEN EXPANDED TO THE SOUTH OF THE CITY. WHILE THE CITY'S WATER TREATMENT FACILITIES ARE CONSIDERED GOOD, THE SEWAGE TREATMENT PLANT DOES NOT MEET PRESENT STATE REQUIREMENTS BECAUSE OF TOO HIGH A PHOSPHATE COUNT IN THE EFFLUENT.

THE CITY HAS FOUR NEIGHBORHOOD PARKS DISPERSED THROUGHOUT THE CITY WHICH PROVIDE CONVENIENT ACCESS TO RECREATIONAL FACILITIES IN ALL PARTS OF THE RESIDENTIAL AREAS.

PUBLIC SAFETY

IMPERIAL IS NOT EXPERIENCING PROBLEMS OF AN EXCESSIVE CRIME RATE OR A

LARGE NUMBER OF TRAFFIC ACCIDENTS WITHIN THE CITY. WITHIN THE AREA OF PUBLIC SAFETY, HOWEVER, IT IS IMPORTANT THAT THE CITY COORDINATE WITH THE COUNTY ON CONTINUED DEVELOPMENT AND IMPLEMENTATION OF A REGIONAL EMERGENCY DISASTER PLAN.

WITHIN SUCH A PLAN THE FOLLOWING ITEMS SHOULD BE CONSIDERED:

- DESIGNATION OF AN EMERGENCY DISASTER CENTER FOR THE COLLECTION AND DISSEMINATION OF INFORMATION AND THE DIRECTION AND COORDINATION OF EMERGENCY OPERATIONS
- COMMUNICATIONS AND POWER SYSTEMS FOR THE EMERGENCY STATION SHOULD BE CONSTRUCTED TO WITHSTAND HAZARDS SUCH AS EARTHQUAKES
- THE PLAN SHOULD INCLUDE METHODS FOR DEALING WITH FIRES COINCIDENT WITH WIDESPREAD DISRUPTION OF THE NORMAL WATER SUPPLY AND ADVERSE METEOROLOGICAL CONDITIONS
- PERSONNEL SHOULD BE TRAINED FOR HEAVY RESCUE OPERATIONS
- THE PLAN SHOULD INCLUDE THE PROCEDURES FOR SUPPLYING AND DISTRIBUTING POTABLE WATER WHEN NORMAL WATER SUPPLIES ARE DISRUPTED.

PUBLIC FACILITIES STANDARDS

AS THE CITY CONTINUES TO GROW AND EXPAND, THERE WILL BE A NEED FOR AN EXPANSION OF PUBLIC FACILITIES. THE FOLLOWING STANDARDS ARE INCLUDED AS A GUIDE FOR FUTURE ACTIVITY.

Schools

<u>MAXIMUM NUMBER OF STUDENTS</u>	<u>SIZE OF SITE</u>	<u>TYPE</u>
600 - 700	10 ACRES	ELEMENTARY
1,200 - 1,500	20 ACRES	JUNIOR HIGH
1,400 - 2,000	40 ACRES	SENIOR HIGH

Library

LOCATION:

SHOULD BE WITHIN ONE OR TWO BLOCKS OF MAIN BUSINESS AREA AND
CONVENIENT TO MAIN TRAFFIC ARTERIES

THREE VOLUMES PER CAPITA FOR THE CITY OF SIX TO TEN THOUSAND
2.5 VOLUMES PER CAPITA FOR CITY OF 10-35,000

Police

ONE DEPUTY PER 1,000 POPULATION

Fire Stations

LOCATION:

WITHIN 3/4 MILE OF HIGH VALUE LAND USES
WITHIN 2-4 MILES IN AREAS WITH LOW DENSITY DEVELOPMENT
WITHIN 1 1-1/2 MILES OF RESIDENTIAL AREAS

Recreational Facilities

<u>FACILITY</u>	<u>ACREAGE</u>	<u>AGE GROUP</u>	<u>SERVICE AREA</u>
NEIGHBORHOOD PARK	2 - 7	ALL	.5 MILE
COMMUNITY PLAYFIELD	12 - 50	15 YEARS +	1.0 MILE
CITY PARK	12 - 50	ALL	CITY

PROBLEMS

- ALL SCHOOLS ARE OPERATING AT CAPACITY
- ELEMENTARY SCHOOL IS PROHIBITED FROM PERMANENT EXPANSION DUE
TO ITS PROXIMITY TO THE COUNTY AIRPORT
- SEWAGE TREATMENT PLANT DOES NOT MEET PRESENT STATE REQUIREMENTS
- WATER AND SEWER ARE NOT PROVIDED EAST OF N STREET

OPPORTUNITIES

- ALTERNATIVE SOLUTIONS TO INCREASING SCHOOL FACILITIES INCLUDE
UTILIZATION OF PORTABLE UNITS, MOVING ONE OF THE LOWER GRADES
TO THE INTERMEDIATE SCHOOL, OR MOVE GRADE SCHOOL TO ANOTHER
SITE

Section 1

Section 2

Section 3

Section 4

Section 5

Section 6

Section 7

Section 8

Section 9

Section 10

Section 11	Section 12	Section 13	Section 14
11-1	12-1	13-1	14-1
11-2	12-2	13-2	14-2
11-3	12-3	13-3	14-3
11-4	12-4	13-4	14-4

Section 15

Section 16

Section 17

Section 18

Section 19

Section 20

Section 21

- INCREASING WATER AND SEWER FACILITIES ON WESTERN EDGE OF CITY TO ACTIVATE INDUSTRIAL DEVELOPMENT POTENTIAL
- INCREASED RECREATIONAL FACILITIES AT CITY'S PARKS

GOALS AND OBJECTIVES

- DEVELOP A WELL INTEGRATED PROGRAM OF COMMUNITY SERVICES WHICH WILL ENHANCE THE GENERAL CHARACTER OF THE CITY AND SERVE THE NEEDS OF THE RESIDENTS

PUBLIC FACILITIES PROPOSALS

- PROVIDE INCREASED RECREATIONAL FACILITIES AT THE CITY'S PARKS
- AGGRESSIVELY ATTEMPT TO OBTAIN A SEWER GRANT FOR EXPANSION AND IMPROVEMENT OF THE SEWAGE TREATMENT FACILITIES
- COORDINATE AND COOPERATE WITH SCHOOL DISTRICT OFFICIALS TO ADEQUATELY PROVIDE SCHOOL FACILITIES AS THE CITY GROWS

1. The first part of the report is devoted to a general survey of the situation in the country. It is followed by a detailed analysis of the economic situation, which is the main subject of the report. The third part of the report is devoted to a detailed analysis of the social situation, which is the main subject of the report. The fourth part of the report is devoted to a detailed analysis of the political situation, which is the main subject of the report.

THE ECONOMIC SITUATION

The economic situation in the country is characterized by a high level of unemployment, a low level of production, and a high level of inflation. The main cause of these problems is the lack of investment in the economy, which has led to a stagnation of the economy.

THE SOCIAL SITUATION

The social situation in the country is characterized by a high level of poverty, a low level of education, and a high level of ill health. The main cause of these problems is the lack of investment in the social sector, which has led to a stagnation of the social sector.

The political situation in the country is characterized by a high level of corruption, a low level of democracy, and a high level of instability. The main cause of these problems is the lack of investment in the political sector, which has led to a stagnation of the political sector.

The overall situation in the country is characterized by a high level of stagnation, a low level of growth, and a high level of unemployment. The main cause of these problems is the lack of investment in the economy, which has led to a stagnation of the economy.

CIRCULATION

THE CIRCULATION ELEMENT WITHIN A GENERAL PLAN DESCRIBES THE ROLE OF THE CITY'S VARIOUS CIRCULATION SYSTEMS IN SERVING THE CITY AND THE REGION. IT OUTLINES THE ROLE OF THE CIRCULATION SYSTEM IN TYING TOGETHER DIFFERENT SECTIONS OF THE CITY AND HELPS TO CREATE A COMMUNITY FEELING AND IDENTITY.

IN URBANIZED AREAS DIFFERENT TYPES AND LEVELS OF CIRCULATION SYSTEMS ARE USED TO MEET DIFFERENT CIRCULATION NEEDS. IN IMPERIAL THE CIRCULATION SYSTEM IS TOTALLY AUTOMOBILE ORIENTED. THE IMPORTANT FUNCTION SERVED BY THIS NETWORK OF STREETS AND ROADS THAT OCCUPY ALMOST ONE THIRD OF THE LAND IN IMPERIAL IS TO PROVIDE ACCESS FROM RESIDENCES SCATTERED THROUGHOUT THE CITY TO ANY OTHER POINT WHERE PEOPLE MAY WORK, PLAY, SHOP, ETC. THIS SYSTEM IS DESIGNED TO PROVIDE SPEED AND EASE IN THESE POINT-TO-POINT TRIPS AT ANY TIME OF DAY. IN ADDITION, THERE IS A FUNCTION OF SOMEWHAT HEAVIER VOLUME OF MOVEMENT BETWEEN MAJOR ACTIVITY AREAS SUCH AS THE DOWNTOWN BUSINESS AREA, THE IID OPERATING HEADQUARTERS, EDUCATIONAL FACILITIES AND SO FORTH. THE BEST CIRCULATION SYSTEM IS ONE WHICH COMBINES A VARIETY OF LEVELS OF SERVICE TO BEST MEET THESE DIFFERENT NEEDS.

EXISTING SITUATION

THE EXISTING STREET SYSTEM IN IMPERIAL IS BASED ON A GRID PATTERN WHICH, FOR THE MOST PART, FUNCTIONS VERY WELL IN MOVING TRAFFIC IN AND THROUGH THE CITY. STATE HIGHWAY 86 TRAVELS THROUGH THE CITY ON A NORTH-SOUTH ORIENTATION AND CARRIES A CONSIDERABLE AMOUNT OF TRAFFIC. IMPERIAL AVENUE, WHICH PARALLELS THE STATE HIGHWAY A HALF BLOCK TO THE EAST, CARRIES THE MAJORITY OF THE LOCAL TRAFFIC SINCE IT GOES THROUGH THE

DOWNTOWN BUSINESS AREA. UNLIKE MOST COMMUNITIES WHICH HAVE A STATE HIGHWAY RUNNING THROUGH THEIR CITY, IMPERIAL HAS NOT BUILT ITS COMMERCIAL AREA FRONTING THE STATE HIGHWAY, BUT HAS INSTEAD LOCATED IT A BLOCK AWAY. THIS SEEMS TO HAVE BEEN A VERY EFFECTIVE MEANS OF SEPARATING LOCAL AND THROUGH TRAFFIC. THE SECOND ARTERIAL IN THE COMMUNITY IS MAIN STREET WHICH RUNS EAST-WEST AND ALMOST EQUALLY DIVIDES THE NORTHERN AND SOUTHERN DEVELOPED PORTIONS OF THE COMMUNITY.

A NUMBER OF STREETS PRESENTLY FUNCTION AS COLLECTORS THROUGHOUT THE COMMUNITY AND MANY OF THESE STREETS ARE IN NEED OF RESURFACING AND IMPROVING OF THE CURBS WHICH ARE IN POOR CONDITION.

AT THE PRESENT TIME ONLY THE EVEN NUMBERED STREETS PROVIDE ACCESS TO, OR CROSSING OF, THE STATE HIGHWAY. AGAIN, THIS MEASURE SEEMS TO HAVE WORKED SUCCESSFULLY IN PROVIDING A RELATIVELY FREE FLOW OF MOVEMENT FOR TRAFFIC ON THE STATE HIGHWAY.

PROBLEMS

- NEED FOR RESURFACING OF MANY COLLECTORS
- LACK OF CEMENT GUTTERS
- MOST CURBS IN POOR CONDITION
- UNPAVED STREETS ON EAST SIDE OF COMMUNITY

OPPORTUNITIES

- GENERAL IMPROVEMENT OF CONDITION OF COLLECTOR STREETS
- PAVING OF STREETS ON EAST SIDE OF THE COMMUNITY TO ENHANCE DEVELOPMENT POTENTIAL

GOALS AND OBJECTIVES

- CONTINUE TO PROVIDE A SEPARATION BETWEEN LOCAL AND THROUGH TRAFFIC
- IMPROVEMENT OF THE CIRCULATION SYSTEM BY A BETTER UTILIZATION OF THE EXISTING STREETS AND THE DEVELOPMENT OF NEW TRAFFIC IMPROVEMENTS

CIRCULATION PROPOSALS

- ACTIVELY PURSUE PROGRAM OF PAVING UNPAVED STREETS AND RESURFACING OF COLLECTORS IN CITY
- BEGIN PROGRAM OF INSTALLATION OF CURBS AND CEMENT GUTTERS
- UPGRADE 2nd STREET, 6th STREET, 12th STREET, AND 14th STREETS TO COLLECTOR STATUS TO PROVIDE DEVELOPMENT INCENTIVES ON THE EAST SIDE OF THE RAILROAD TRACKS

ENVIRONMENT

THIS PORTION OF THE GENERAL PLAN ADDRESSES A VARIETY OF ISSUES AND CONCERNS WHICH ARE PERTINENT TO THE QUALITY OF LIFE AND THE QUALITY OF THE ENVIRONMENT IN THE CITY OF IMPERIAL. BY ADDRESSING THESE ISSUES AND CONCERNS, METHODS CAN BE UTILIZED TO PROTECT, ENHANCE, AND IMPROVE THE QUALITY OF THE ENVIRONMENT.

ISSUES TO BE DISCUSSED INCLUDE:

--OPEN-SPACE/CONSERVATION

--SEISMIC SAFETY

--TRANSPORTATION NOISE

OPEN SPACE/CONSERVATION

OPEN SPACE AND CONSERVATION AREAS SHOULD BE DESIGNATED ON THE BASIS OF THREE MAJOR FACTORS:

--NATURAL RESOURCES

--NATURAL DEVELOPMENT CONSTRAINTS

--URBAN AREA RESOURCES

THE CITY OF IMPERIAL, AS PART OF THE IMPERIAL VALLEY, IS HEAVILY DEPENDENT UPON THE AGRICULTURAL ACTIVITY TAKING PLACE AROUND IT. IT IS TO THE CITY'S INTEREST TO SEE THAT AREAS OF AGRICULTURAL ACTIVITY ARE PRESERVED.

ACTION SHOULD THUS BE TAKEN BY THE CITY TO WORK IN CONNECTION WITH THE COUNTY TO SEE THAT UNIFORM LAND USE POLICIES ON URBANIZATION ARE FORMED WHICH WILL PROTECT THE ECONOMY OF BOTH THE URBAN AND AGRICULTURAL AREAS. THE CITY ITSELF SHOULD TAKE ACTION TO SEE THAT CONSERVATION EFFORTS ARE MADE AS THE

CITY GROWS TO PROTECT AREAS WHICH HAVE SPECIAL AGRICULTURAL POTENTIAL AND DIRECT ITS URBAN GROWTH INTO THE AREAS OF LESS PRODUCTIVE LANDS OR TOWARD MORE EFFICIENT UTILIZATION OF LAND WHICH HAS ALREADY BEEN URBANIZED.

CLOSELY CONNECTED WITH CONSERVATION OF AGRICULTURALLY PRIME LANDS WITHIN THE AREA IS THE NEED FOR SECURING OPEN SPACE WITHIN THE COMMUNITY. OPEN SPACE LANDS INCLUDE A VARIETY OF DIFFERENT TYPES OF AREAS. STATE LAW INCLUDES THE FOLLOWING DEFINITIONS:

1. OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES INCLUDING, BUT NOT LIMITED TO, AREAS REQUIRED FOR THE PRESERVATION OF PLANT AND ANIMAL LIFE, INCLUDING HABITAT FOR FISH AND WILDLIFE SPECIES; RIVERS, STREAMS, BAYS AND ESTUARIES; AND COASTAL BEACHES, LAKE-SHORES, BANKS OF RIVERS AND STREAMS, AND WATERSHED LANDS.
2. OPEN SPACE USED FOR THE MANAGED PRODUCTION OF RESOURCES, INCLUDING, BUT NOT LIMITED TO, FOREST LANDS, RANGELAND, AGRICULTURAL LANDS AND AREAS OF ECONOMIC IMPORTANCE FOR THE PRODUCTION OF FOOD OR FIBER; AREAS REQUIRED FOR RECHARGE OF GROUND WATER BASINS; BAYS, ESTUARIES, MARSHES, RIVERS AND STREAMS WHICH ARE IMPORTANT FOR THE MANAGEMENT OF COMMERCIAL FISHERIES; AND AREAS CONTAINING MAJOR MINERAL DEPOSITS, INCLUDING THOSE IN SHORT SUPPLY.
3. OPEN SPACE FOR OUTDOOR RECREATION, INCLUDING, BUT NOT LIMITED TO, AREAS OF OUTSTANDING SCENIC, HISTORIC AND CULTURAL VALUE; AREAS PARTICULARLY SUITED FOR PARK AND RECREATIONAL PURPOSES, INCLUDING ACCESS TO LAKESHORES, BEACHES, AND RIVERS AND STREAMS; AND AREAS WHICH SERVE AS LINKS BETWEEN MAJOR RECREATION AND OPEN SPACE RESERVATIONS, INCLUDING UTILITY EASEMENTS, BANKS OF RIVERS AND STREAMS, TRAILS, AND SCENIC HIGHWAY CORRIDORS.
4. OPEN SPACE FOR PUBLIC HEALTH AND SAFETY, INCLUDING, BUT NOT LIMITED TO, AREAS WHICH REQUIRE SPECIAL MANAGEMENT OR REGULATION BECAUSE OF HAZARDOUS OR SPECIAL CONDITIONS SUCH AS EARTHQUAKE FAULT ZONES, UNSTABLE SOIL AREAS, FLOOD PLAINS, WATERSHEDS, AREAS PRESENTING HIGH FIRE RISKS, AREAS REQUIRED FOR THE PROTECTION OF WATER QUALITY AND WATER RESERVOIRS AND AREAS REQUIRED FOR THE PROTECTION AND ENHANCEMENT OF AIR QUALITY.

WHILE MANY OF THESE OPEN SPACE USES DO NOT APPLY TO THE CITY OF IMPERIAL, THE CITY DOES HAVE THE POTENTIAL FOR UTILIZING VARIOUS PORTIONS OF THE LAND IN THE CITY FOR OPEN SPACE PURPOSES. IT IS ESPECIALLY IMPORTANT FOR THE CITY TO CONSIDER THE NEEDS FOR OPEN SPACE AS IT EXPANDS ITS URBANIZATION ACTIVITIES.

OPEN SPACE/CONSERVATION PROPOSALS

- THE CITY WORKS WITH THE COUNTY TO DEVELOP UNIFORM LAND USE POLICIES ON URBANIZATION
- THE CITY SECURES AREAS OF OPEN SPACE AND LANDSCAPE BUFFERS BETWEEN RESIDENTIAL AND NON-RESIDENTIAL AREAS
- THE CITY PROMOTES THE USE OF THE IMPERIAL COUNTY FAIRGROUNDS FOR OPEN SPACE AND RECREATIONAL USES
- THE CITY INSURES THAT AS DEVELOPMENT OCCURS, PROVISIONS ARE MADE FOR PARKS AND OTHER OPEN SPACE AREAS

SEISMIC SAFETY

THE PURPOSE OF THE SEISMIC SAFETY ELEMENT AS DEFINED BY STATE LAW IS TO IDENTIFY AND APPRAISE SEISMIC HAZARDS INCLUDING SUSCEPTIBILITY TO GROUND BREAKAGE FROM FAULTS, GROUND SHAKING FROM LOCAL OR REGIONAL SEISMIC ACTIVITY, GROUND FAILURE IN THE FORMS OF LIQUEFACTION OR THE EFFECTS OF SEISMICALLY INDUCED WAVES SUCH AS TSUNAMIS OR SEICHES.

SUCH A LAW THUS REQUIRES CITIES AND COUNTIES TO TAKE SEISMIC HAZARDS INTO ACCOUNT WITHIN THEIR PLANNING PROGRAM. THE IMPERIAL VALLEY HAS BEEN THE SUBJECT OF A NUMBER OF EARTHQUAKES AND SUCH CONSIDERATION IS VERY IMPORTANT WHILE DEVELOPING A PLAN FOR THE CITY OF IMPERIAL.

THE IMPERIAL FAULT, LOCATED JUST A FEW MILES TO THE WEST OF THE CITY, IS AN HISTORICALLY ACTIVE FAULT AND IS CONSIDERED RESPONSIBLE FOR THE EARTHQUAKES IN THE AREA IN 1940 AND 1966. THE WORST EARTHQUAKE WAS THE EARTHQUAKE IN 1940 WHEN SEVERAL PEOPLE WERE KILLED AND 80% OF THE BUILDINGS IN IMPERIAL DESTROYED.

THE STATE OF TEXAS

BEFORE ME, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this _____ day of _____, 19____.

Notary Public in and for the State of Texas.

My commission expires this _____ day of _____, 19____.

WITNESSETH

That the foregoing instrument was duly executed by the person whose name is subscribed to the same, and that the same was acknowledged to me by him for the purposes and consideration therein expressed.

Given under my hand and seal of office this _____ day of _____, 19____.

Notary Public in and for the State of Texas.

My commission expires this _____ day of _____, 19____.

Notary Public

SEISMIC SAFETY PROPOSALS

- FOR MAJOR STRUCTURES, IN-DEPTH GEOLOGIC INVESTIGATION SHOULD BE REQUIRED TO ESTIMATE THE AMOUNT OF GROUND SHAKING WHICH WOULD MOST LIKELY OCCUR WITH ACTIVITY ON LOCAL FAULTS
- A SURVEY OF EXISTING HAZARDOUS STRUCTURAL CONDITIONS SHOULD BE UNDERTAKEN BY THE CITY, CONCENTRATING MAINLY ON AREAS OF OLDER BUILDINGS
- THE CITY SHOULD MAINTAIN FILES ON ALL SOILS INVESTIGATIONS REQUIRED AND MAKE THEM AVAILABLE FOR FUTURE REFERENCE
- THE CITY SHOULD DEVELOP A DANGEROUS BUILDINGS ORDINANCE IN ADDITION TO ITS BUILDING CODE TO DEAL WITH EXISTING STRUCTURAL HAZARDS

TRANSPORTATION NOISE

NOISE IS AN IMPORTANT SIDE EFFECT OF MOST MODERN TRANSPORTATION SYSTEMS. RESIDENTIAL AREAS, MILES FROM THE ENDS OF AIRPORT RUNWAYS, MAY BECOME VIRTUALLY UNINHABITABLE. AN UNSHIELDED FREEWAY MAY CREATE A ZONE OF SERIOUS NOISE IMPACT HALF A MILE OR MORE WIDE. MOTORCYCLES MAY DISRUPT ANY RESIDENTIAL NEIGHBORHOOD AT ANY HOUR OF THE DAY. TRAFFIC VOLUMES EVEN ON ARTERIAL STREETS CREATE AN UNPLEASANT RESIDENTIAL ENVIRONMENT.

THE COMBINED IMPACT OF THESE NOISE SOURCES EVEN IN A QUIET URBAN AREA MAKES THE NORMAL "BACKGROUND" NOISE LEVEL -- THE NOISE YOU CANNOT GET AWAY FROM, THAT YOU HEAR IN THE BACKGROUND AS A WHISH, A HUM, OR A DULL ROAR -- MANY TIMES LOUDER THAN THAT IN A RURAL AREA. THIS BACKGROUND LEVEL HAS HISTORICALLY BEEN INCREASING, AND IF THE TREND CONTINUES, MAY WITHIN THE NEXT DECADES REACH LEVELS NOW FOUND ONLY NEAR BUSY STREETS, FREEWAYS AND AIRPORTS. THESE ARE LEVELS THAT HAVE BEEN DEMONSTRATED TO CAUSE PHYSIOLOGICAL CHANGES WITH PROLONGED EXPOSURE. THE EFFECTS OF LOWER LEVELS OF CONTINUOUS EXPOSURE ARE MORE DIFFICULT TO DETERMINE, BUT EVIDENCE IS ACCUMULATING TO INDICATE PSYCHOLOGICAL AND SOCIOLOGICAL CHANGES TO OCCUR WITH NOISE LEVELS NOW FOUND IN MOST AREAS OF CITIES.

NOISE IS A COMPLEX PHENOMENON, AND ITS IMPACT ON HUMAN ACTIVITIES DEPEND ON MANY DIFFERENT ASPECTS OF A SINGLE NOISE EVENT OR A SERIES OF NOISE EVENTS OVER A PERIOD OF TIME. DIFFERENT NOISE MEASUREMENTS HAVE BEEN DEVELOPED OVER A PERIOD OF TIME TO MEASURE DIFFERENT ASPECTS OF NOISE FROM DIFFERENT NOISE SOURCES. THE NOISE MEASUREMENTS DEFINED BELOW ARE PRESENTLY THE MOST COMMONLY USED IN IDENTIFYING NOISE CONFLICTS AND ESTABLISHING NOISE STANDARDS. BECAUSE THE SCIENCE OF NOISE IMPACT IS CHANGING RAPIDLY, PARTICULARLY WITH REGARD TO OVERALL MEASUREMENTS OF NOISE EXPOSURE, THE CITY SHOULD REMAIN ALERT TO DEVELOPMENTS IN THIS FIELD, AND ADOPT IMPROVED MEASURES IN ITS STANDARDS AS THEY BECOME AVAILABLE.

NOISE MEASURES:

DECIBELS (dB): THE SIMPLEST MEASUREMENT, RELATED DIRECTLY TO THE AMOUNT OF SOUND ENERGY IN THE SOUND SIGNAL

DECIBELS A-SCALE (DB(A)): THE BASIC MEASUREMENT IN DECIBELS MODIFIED TO BETTER RELATE TO THE SENSITIVITY OF THE HUMAN EAR. HIGHER FREQUENCY SOUND SIGNALS ARE ACCENTUATED IN THIS MEASUREMENT. A SOUND 10 DECIBELS HIGHER ON THE A-SCALE THAN A GIVEN SOUND IS PERCEIVED AS APPROXIMATELY TWICE AS LOUD AS THE FIRST SOUND. THIS NOISE LEVEL IS SIMPLE TO MEASURE WITH INEXPENSIVE INSTRUMENTS, AND IS COMMONLY USED IN ESTABLISHING STANDARDS FOR MAXIMUM NOISE LEVELS OF EQUIPMENT, NOISE STANDARDS FOR INDUSTRY, ETC. TABLE SHOWS THE LOUDNESS OF COMMON SOUNDS IN DECIBELS.

NOISE EXPOSURE FORECAST (NEF): THE NEF WAS DEVELOPED TO RELATE SPECIFICALLY TO AIRPORT NOISE, AND MEASURES THE IMPACT OF THE SERIES OF AIRCRAFT NOISE EVENTS OVER AN ENTIRE DAY. HUD HAS DEVELOPED STANDARDS FOR RESIDENTIAL NOISE SENSITIVITY TO AIRCRAFT NOISE BASED ON THE NEF.

NOISE POLLUTION LEVEL (NPL): THE NPL WAS DEVELOPED TO MEASURE THE EXPOSURE TO ALL NOISE SOURCES. INTERPRETATION OF THE MEANING OF THE NPL IS STILL IN DEVELOPMENT AND NPL STANDARDS HAVE NOT BEEN RECOGNIZED. THE NPL OR SIMILAR MEASURE MAY ASSUME INCREASED IMPORTANCE IN THE FUTURE.

THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT HAS RECENTLY ADOPTED STANDARDS FOR NOISE IN RESIDENTIAL AREAS. (SEE TABLE 8). THESE STANDARDS ESTABLISH

TABLE 8

HUD NOISE STANDARDS

IMPACT ZONE	NOISE STANDARD ¹	IMPACT INTERPRETATION ²
CLEARLY UNACCEPTABLE	EXCEEDS 80 dB(A) 60 MINUTES PER 24 HOURS	THE NOISE EXPOSURE AT THE SITE IS SO SEVERE THAT THE CONSTRUCTION COSTS TO MAKE THE INDOOR ENVIRON- MENT ACCEPTABLE WOULD BE PROHIBITIVE AND THE OUTDOOR ENVIRONMENT WOULD STILL BE INTOLERABLE
	EXCEEDS 75dB(A) 8 HOURS PER 24 HOURS	
DISCRETIONARY -NORMALLY UNACCEPTABLE	EXCEEDS 65 dB(A) 8 HOURS PER 24 HOURS	THE NOISE EXPOSURE IS SIGNIFICANTLY SEVERE THAT UNUSUAL AND COSTLY BUILDING CONSTRUCTIONS ARE NECESSARY TO ENSURE SOME TRANQUILITY INDOORS, AND BARRIERS MUST BE ERECTED BETWEEN THE SITE AND PROMINENT NOISE SOURCE TO MAKE THE OUTDOOR ENVIRONMENT TOLERABLE.
	LOUD REPETITIVE SOUNDS ON SITE	
DISCRETIONARY -NORMALLY ACCEPTABLE	DOES NOT EXCEED 65 dB(A) MORE THAN 8 HOURS PER 24 HOURS	THE NOISE EXPOSURE IS GREAT ENOUGH TO BE OF SOME CONCERN BUT COMMON BUILDING CONSTRUCTIONS WILL MAKE THE INDOOR ENVIRONMENT ACCEPTABLE, EVEN FOR SLEEPING QUARTERS, AND THE OUTDOOR ENVIRONMENT WILL BE REASON- ABLY PLEASANT FOR RECREATION AND PLAY
CLEARLY ACCEPTABLE	DOES NOT EXCEED 45dB(A) MORE THAN 30 MINUTES PER 24 HOURS	THE NOISE EXPOSURE IS SUCH THAT BOTH THE INDOOR AND OUTDOOR ENVIRON- MENTS ARE PLEASANT

¹ HUD CIRCULAR 1390-2, AUGUST, 1971.

² THEODORE J. SCHULTZ AND NANCY M. McMAHON, NOISE ASSESSMENT GUIDELINES, HUD, 1971.

TABLE 9

SOUND LEVEL OF COMMON SOUNDS

SOUND	SOUND LEVEL ¹ dB(A)	RELATIVE LOUDNESS (APPROXIMATE)	IMPACT INTERPRETATION FOR RESIDENTIAL DEVELOPMENT
JET PLANE, 100 FEET	130	128	
ROCK MUSIC WITH AMPLIFIER	120	64	
THUNDER, DANGER OF PERMANENT HEARING LOSS	110	32	
BOILER SHOP, POWER MOWER	100	16	
ORCHESTRAL CRESCENDO AT 25 FEET, NOISY KITCHEN	90	8	
BUSY STREET	80-----	4----	80dB(A)-IF EXCEEDED 60 MIN. IN 24 HOURS, CLEARLY UNACCEPTABLE
	-----		75dB(A)-IF EXCEEDED 8 HOURS IN 24 HOURS, CLEARLY UNACCEPTABLE
INTERIOR OF DEPARTMENT STORE	70	2	
ORDINARY CONVERSATION, 3 FEET AWAY	60	1	65dB(A)-IF EXCEEDED 8 HOURS IN 24 HOURS, NORMALLY UNACCEPTABLE
QUIET AUTOMOBILE AT LOW SPEED	50	1/2	45 dB(A)-IF NOT EXCEEDED MORE THAN 30 MINUTES IN 24 HOURS, CLEARLY ACCEPTABLE
AVERAGE OFFICE	40	1/4	
CITY RESIDENCE	30	1/8	
QUIET COUNTRY RESIDENCE	20	1/16	
RUSTLE OF LEAVES	10	1/32	
THRESHOLD OF HEARING	0	1/64	

¹U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT CIRCULAR 1390.2

NOISE ZONES WHICH ARE CONSIDERED CLEARLY UNACCEPTABLE, DISCRETIONARY--
NORMALLY UNACCEPTABLE, DISCRETIONARY--NORMALLY ACCEPTABLE AND CLEARLY
ACCEPTABLE FOR RESIDENTIAL DEVELOPMENT. EACH OF THESE ZONES IS DEFINED
IN TERMS OF THE NOISE ENVIRONMENT AND ITS IMPACT ON RESIDENTIAL USE. AT
THE PRESENT TIME STUDIES HAVE NOT BEEN CONDUCTED TO DETERMINE THE PRESENT
NOISE LEVELS WITHIN THE RESIDENTIAL AREAS OF IMPERIAL. IT WILL BE IMPOR-
TANT, HOWEVER, THAT SUCH STUDIES BE CONDUCTED IN THE NEAR FUTURE. OF
SPECIAL IMPORTANCE IS THE NOISE FROM THE IMPERIAL COUNTY AIRPORT.

TRENDS OF INCREASING NOISE WILL BE DIFFICULT TO CHANGE. NOISE FROM TRUCKS,
MOTORCYCLES AND AIRCRAFT IS SUBJECT TO CONSIDERABLE IMPROVEMENT WITH TECHNO-
LOGICAL CHANGES IN ENGINE DESIGN, MUFFLERS, ETC., SINCE ENGINE NOISE IS THE
PRIMARY NOISE SOURCE FOR THESE VEHICLES.

TRANSPORTATION NOISE PROPOSALS

- THE CITY SHOULD BEGIN CONSIDERING A NOISE ABATEMENT PLAN
TO REDUCE NOISE LEVELS IN RESIDENTIAL AREAS TO THOSE NOW
CONSIDERED ACCEPTABLE
- THE CITY SHOULD ACT TO REDUCE NOISE LEVELS AND ENCOURAGE
DEVELOPMENT OF NOISE-REDUCING MATERIALS AND EQUIPMENT IN
ITS PURCHASING POLICY
- THE CITY SHOULD AID IN THE ENFORCEMENT OF FEDERAL AND
STATE STANDARDS FOR NOISE-PRODUCING EQUIPMENT INCLUDING
CARS, MOTORCYCLES, TRUCKS, ETC.
- THE CITY SHOULD TAKE INTO ACCOUNT THE NOISE IMPACT FROM
THE IMPERIAL COUNTY AIRPORT BEFORE APPROVING DEVELOPMENT
PROPOSALS IN THAT AREA

IMPLEMENTATION

THE GENERAL PLAN, AS HAS BEEN INDICATED EARLIER WITHIN THIS REPORT, IS A GUIDELINE FOR THE CITY TO UTILIZE TO GUIDE ITS FUTURE DEVELOPMENT. THE PLAN, HOWEVER, CANNOT IMPLEMENT ITSELF. ADOPTION OF THE PLAN, AS IMPORTANT AS THAT ACTION IS, DOES NOT ASSURE IMPLEMENTATION. THE CITY COUNCIL AND THE CITIZENS OF THE COMMUNITY AS WELL MUST CONSCIOUSLY REFER TO THE PLAN WHEN DEVELOPMENTAL DECISIONS ARE BEING CONSIDERED.

THERE ARE ADDITIONALLY A VARIETY OF TOOLS WHICH CAN BE UTILIZED BY THE CITY'S DECISIONMAKERS TO IMPLEMENT THE GENERAL PLAN. THE FOLLOWING SECTIONS DESCRIBE SOME OF THESE ACTIVITIES.

ZONING

ZONING IS PROBABLY THE MOST COMMONLY USED LEGAL MEANS FOR IMPLEMENTING THE LAND USE PROPOSALS OF A CITY'S GENERAL PLAN. ZONING REGULATIONS DIVIDE THE CITY INTO VARIOUS TYPES OF USE DISTRICTS (RESIDENTIAL, COMMERCIAL, ETC.) AND COMMONLY REGULATE:

- THE HEIGHT AND BULK OF BUILDINGS AND OTHER STRUCTURES
- THE **AREA** OF A LOT WHICH MAY BE OCCUPIED AND THE SIZE OF REQUIRED OPEN SPACES
- THE DENSITY OF POPULATION
- THE USE OF BUILDINGS AND LAND FOR TRADE, INDUSTRY, RESIDENCE AND OTHER PURPOSES

SPECIAL DESIGN CRITERIA, PARKING STANDARDS, NOISE CONTROLS AND SIGN REGULATIONS ARE ALSO OFTEN INCLUDED WITHIN A ZONING ORDINANCE.

THE CITY OF IMPERIAL HAS HAD A ZONING ORDINANCE FOR SOMETIME, BUT IT IS SERIOUSLY OUTDATED AND IN NEED OF CONSIDERABLE REFINEMENT AND REVISION. THE CITY SHOULD SERIOUSLY CONSIDER AS A FIRST PRIORITY MEASURE THE UP-DATING OF ITS ZONING ORDINANCE IN AN EFFORT TO UTILIZE IT AS AN EFFECTIVE TOOL IN THE IMPLEMENTATION OF THE GENERAL PLAN.

SUBDIVISION REGULATIONS

SUBDIVISION REGULATIONS ARE ANOTHER VITAL TOOL AVAILABLE TO THE CITY. SUCH REGULATIONS ARE A MEANS OF SHAPING THE DEVELOPMENT PATTERNS OF INDIVIDUAL AREAS AS WELL AS THE ENTIRE COMMUNITY. IN SO DOING, THEY ESTABLISH THE TECHNICAL RULES UNDER WHICH DEVELOPMENT OF THE LAND WILL BE PERMITTED AND INSURE THAT ANY NEW SUBDIVISION WILL CONFORM TO THE CITY'S ENGINEERING STANDARDS.

THESE REGULATIONS PROVIDE THE CITY WITH THE ABILITY TO COORDINATE THE OTHERWISE UNRELATED PLANS OF A VARIETY OF DEVELOPERS AND IN THE PROCESS ASSURE THAT PROVISION IS MADE FOR MAJOR ELEMENTS OF THE GENERAL PLAN. THEY ARE ALSO A MEANS OF INSURING NEW RESIDENTIAL DEVELOPMENTS WILL HAVE A SAFE WATER SUPPLY, SEWAGE DISPOSAL SYSTEM AND ARE PROPERLY DRAINED. THEY ALSO ASSURE SAFE DESIGN AND PROPER CONSTRUCTION OF NEW STREETS AND UTILITIES AND PROVIDE A MEANS OF SECURING WATER SYSTEMS OF ADEQUATE SIZE AND PRESSURE FOR FIRE CONTROL.

CAPITAL IMPROVEMENTS PROGRAMMING

CAPITAL IMPROVEMENTS PROGRAMMING ALLOWS A CITY TO SCHEDULE ITS PUBLIC, PHYSICAL IMPROVEMENTS OVER A CERTAIN PERIOD OF TIME, WITH CONSIDERATION FOR PRIORITIES AND THE FINANCIAL CAPABILITIES OF THE CITY. IN SO DOING, A CAPITAL IMPROVEMENTS PROGRAM PROVIDES A TOOL FOR REALIZING THE RECOMMENDATIONS MADE IN THE GENERAL PLAN.

CAPITAL IMPROVEMENTS ARE CONSIDERED TO BE THOSE MAJOR, NON-RECURRING EXPENDITURES OR ANY EXPENDITURE FOR PHYSICAL FACILITIES OF GOVERNMENT, SUCH AS COSTS FOR ACQUISITION OF LAND OR INTERESTS IN LAND; CONSTRUCTION OF BUILDINGS OR OTHER STRUCTURES, INCLUDING ADDITIONS OR MAJOR ALTERATIONS; CONSTRUCTIONS OF HIGHWAYS OR UTILITY LINES; FIXED EQUIPMENT; LANDSCAPING AND SIMILAR EXPENDITURES.

USUALLY A CAPITAL IMPROVEMENTS PROGRAM, WITH ITS SCHEDULE OF PROJECTS AND THEIR ESTIMATED COSTS, IS DEVELOPED FOR A FIVE TO TEN YEAR PERIOD. THE MOST COMMON TIME PERIOD SEEMS TO BE ABOUT SIX YEARS. A SIX YEAR PROGRAM WOULD COVER A FIVE YEAR PERIOD BEYOND THE CAPITAL IMPROVEMENT BUDGET FOR THE FIRST YEARS. PROGRAMS WILL NORMALLY BE PRESENTED IN TERMS OF SPECIFIC CALENDAR OR FISCAL YEAR LISTINGS.

STATE AND FEDERAL ASSISTANCE PROGRAMS

IN IMPLEMENTING A GENERAL PLAN THERE ARE A WIDE VARIETY OF STATE AND FEDERAL PROGRAMS WHICH ARE AVAILABLE TO A CITY PROVIDED IT MEETS THE NECESSARY PRE-REQUISITES. AT THE PRESENT TIME THE GOVERNMENT IS REALIGNING ITS FUNDING PROCEDURES AND THE CITY WOULD DO WELL TO MONITOR ACTION TAKEN AT BOTH THE STATE AND FEDERAL LEVEL.

IMPLEMENTATION RECOMMENDATIONS

THE PROPOSALS INCLUDED WITHIN THE GENERAL PLAN CONSTITUTE A VERY AMBITIOUS PROGRAM FOR THE CITY. IN ORDER TO ACCOMPLISH THESE PROPOSALS THE CITY SHOULD CONSIDER THE FOLLOWING:

- INITIATE AN ORGANIZED STRATEGY FOR IMPLEMENTATION THAT IS CLOSELY TIED TO THE VARIOUS DAILY OPERATIONS OF THE CITY. IMPLEMENTATION STRATEGY SHOULD BE TAKEN INTO CONSIDERATION IN THE DAILY DECISIONS AND RECOMMENDATIONS MADE BY STAFF AND DECISIONMAKERS WITHIN THE CITY.

- THE ELEMENT OF TIMING IS ALSO VERY IMPORTANT IN IMPLEMENTING GENERAL PLAN PROPOSALS. THE CITY SHOULD ESTABLISH A SET OF PRIORITIES WHICH REFLECTS THE NEEDS OF THE CITY AND IN SO DOING ALSO SET UP A CAPITAL IMPROVEMENTS PROGRAM AND BUDGET TO PROPERLY SCHEDULE CAPITAL IMPROVEMENTS TO BE UNDERTAKEN BY THE CITY.
- REFINE AND REVISE THE PRESENT CITY ZONING ORDINANCE.
- ESTABLISH SUBDIVISION REGULATIONS FOR THE CITY.
- INSURE GOOD COMMUNICATION BETWEEN CITY HALL AND THE CITIZENS WHO WORK AND LIVE WITHIN THE CITY THROUGH CONTINUING CITIZEN PARTICIPATION IN IMPLEMENTING SPECIFIC GENERAL PLAN PROPOSALS.
- DEVELOP A SYSTEM TO REVIEW THE GENERAL PLAN AND IMPLEMENTATION PROGRAM TO DETERMINE THE EFFECTIVENESS OF EACH AND TO MAKE IMPROVEMENTS AND CHANGES. THIS SHOULD BE DONE ON AN ANNUAL BASIS PRIOR TO BUDGETING FOR THE COMING FISCAL YEAR.

77 02072

U.C. BERKELEY LIBRARIES



C123320318

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

